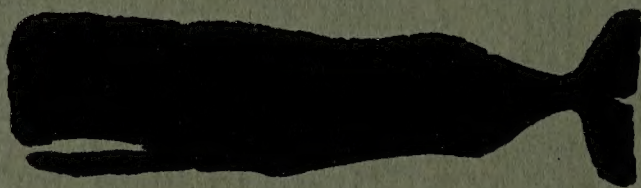




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Lattie C. Conde

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ALL EN 26 H N I S
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John E. Lonle

My dear A. Hart

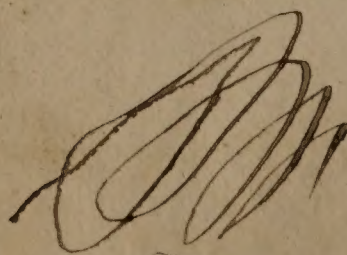
My dear A. Hart is
the hanson

Hanson

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12



A Journal on A Whale Cruise 1881

Friday June the 17th At 12 AM got under
weigh from Newport And At 4 AM
Black Island Bearing West the distance 10
miles from which I take my departure And
At 8 took in the fore and main topgallant sail
And kept the fore and main topsail with him
And thence And At 1 wore ship and stood
to the Eastward And 4 made sail several
sail in sight so Ends these 24 Hours

Lat 40:58 ~~Long~~ Long 71-4

Saturday June the 18th These 24 Hours
Begin with light winds from S S W
And At 4 PM saw two sail to the windward
And At 10 come in foggy so Ends these 24
Hours Lat by D R 40-16 Long 70 33 - -

Sunday June the 19th These 24 Hours Begins
with light winds from N S W and At 4 AM
Broke out the hole And got water And At
5 Caught a porpoise And At 4 PM saw two sail
S S W and At 10 the Starboard Boat caught a Black fish
so Ends these 24 Hours Lat by D R 39.33 Long 68:50

Monday June the 20th these 24 Hours
Begin With Light winds from the
W^{SW} 1 Ship in sight Steering E by S.
And At 3 Lowered for Black fish but did not.
Get fast And at 5 saw a sail steering to the
Southward And At 6 took in the fore And main
Top Gallant sail and main sail And at 10 PM
Tried out the Black fish so Ends these 24 Hours

Sat by Oly 39-11 Long 66-25

Tuesday June the 21st these 24 Hours Begin
with Light winds from S^W And At 4 PM
saw a sail steering to the Eastward so Ends these
24 Hours Sat by Oly 39-10 Long 63-59

Wednesday June the 22nd these 24 Hours Begins
with Light winds from S^W 1 sail in sight the
watch Employed in Ship duty so
Ends these 24 Hours with S^W weather
Sat by Oly 39-40 Long 61-23

Course is E by S

Thursday June the 23th 1831

These 24 Hours Commences with a fresh Breeze
from W by S and at 4 sent down the fore
and main Royal-mast and broke out and got
water And at 3 P.M. the wind hauled to NNE
And at 5 the wind hauled to SE & sail in sight
So ends these 24 Hours Lat by Obs 39-41

Long 59-19

Friday June 24th these 24 Hours Commences
with light winds from SE & sail in sight
And at 4 spoke the Ship Splendid of New
York from Mobile Bound to Liverpool at 4
the wind hauled to W with a strong
Breeze and at 10 P.M. saw a Brig to the seaward
So ends these 24 Hours Lat by Obs 40 50 North

Long 56-50

Saturday June the 25th These 24 Hours
Commences with fresh Breeze from WSW
And at 4 the wind hauled to SE and at 4
took in the fore and main topgallant sails
and reefed the fore and main topsail

So ends these 24 Hours

Lat by Obs 40 39 Long 54-41
& sail in sight

Sunday June the 26th 1831
Planet. Sailed to Willie Miskew

These 24 Hours Commences with fresh Breeze
from E. S. E. & sail in sight and at 4 Took
Ship and bore to the N. and Eastward then
wind hauled to S. E. and at 10 P. M. the
wind hauled to South so ends these 24
Hours Lat by Obs 40 54 Long 53 43

Monday June the 27th These 24 Hours
Commences with strong Breeze from S. by W.
And at 4 Took in the fore and main Toppallant
sails and Reef the fore and main Topsails and
Took in the fore and at 10 Close Reef the main
Top sail and Took in the fore sail and fore Toppail
and Hove her to, with squally weather with thunder
and Lightning and at 6 P. M. set the fore sail and at
8 set the fore Toppail so ends these 24 Hours
Lat by Obs 40 56 Long 51 23

Tuesday June the 28th These 24 Hours Commences
with strong Breeze from S. E. by S. and at 1 Hove
out & Reef out the main Toppail and at 6 P. M.
set the main sail and Toppallant sails so ends
these 24 Hours Lat by Obs 40 20 Long 50 54

Wednesday June the 29th 1831

These 24 hours Commences with Light winds
from E. S. E. and a land after. Black fish 1 seen
in sight and at 5 Jack Shep and stood to the
N. and Eastward. Latter part Calm so ends
These 24 hours Lat by Obs 40 32 Long 49 19

Thursday June 30th These 24 hours
Commences with Light winds from S. E.
Saw several School of porpoises Middle
and latter part Moderate so ends these
24 hours Lat by Obs 40 45 North
Long 47 51

Friday July the 1st 1831 - -
These 24 hours Commences with Light
winds from S. E. Latter part Calm and
At 11 Land after Black fish so ends
These 24 hours Lat by Obs 41 8
Long 46 44

Saturday July the 2th 1831

These 24 Hours Commences with Light
winds from S S E and at 1 the Sailing
Boat Struck and Killed a Black fish the
Starboard and waist Boat Struck and Drained
and at 8 P M Boiled her out so ends these
24 Hours Lat by Obs 40:59 Long 45:52

Sunday July the 3th these 24 Hours
Commences with Light winds from S S E
And at 8 A M we saw a Dead Sperm Whale
And at 5 took her Along side and commenced
Cutting and at 10 got the Truss works under
weigh and sail in sight and at 5 spoke the
Mary Ann of New London 10 days out and the
Comd Perry was in sight of S London so ends
these 24 Hours Lat by Obs 40:38 Long 44:30

Monday July the 4th these 24 Hours
Commences with Light winds S S E sail
in sight and at 8 finished Boiling and at
11 P M fell in with a wreck a Schooner
the Columbus of New London And found a Boat and
went to her and caught Plenty of fish so ends
these 24 Hours S S Lat to Day Long 43:46

Friday July the 8th 1831

These 24 Hours Commences with Light
winds from S.E. By E. Made the port and
Satter part calm the water employed
in Ship duty so ends these 24 Hours
Lat By Obs 39 25 Long 36 54

Saturday July the 9th 1831

These 24 Hours Commences with Light
winds and calm and at 4 we saw 8
Sperm Whales and at 5 Sounded all three
Boats but did not get fast and at 8 took
in sail and hove to under close
Reef main Top sail and fore sail and at
4 P.M. made sail the wind from E.S.E. 1 Ship
in sight so ends these 24 Hours Lat by
Obs 39 25 Long 36 25

Sunday July the 10th 1831

These 24 Hours Commences with Light winds
from S.E. and at 4 Sounded after Black fish
and got 4 to the ~~Starboard~~ Boat and 8 to the ~~Starboard~~
and ~~to the~~ ~~Starboard~~ and ~~to the~~ ~~Starboard~~ and at 8 P.M.
went to ~~Starboard~~ and at 10 Sounded after Black
fish and got 10 so ends these 24 Hours Lat by
Obs 39 40 Long 36 20

Monday July the 11th 1831

These 24 Hours Commences with Light winds
and Calm and at 4 Sowed After Black fish
Went got 4 1 to the Starboard Boat and 2 to the
waist and 1 to the Larboard and Cut them in
At 9 PM went to Boiling and at 10 PM
sowed After Black fish and got 10 4 to the
Starboard and 4 to the waist and 2 to the
Larboard So Ends these 24 Hours So Sat
to day Long 35° 40'

Tuesday July the 12th 1831

These 24 Hours Commences with Light
winds from SE and at 8 went to Cutting
them in and at 5 finished and at 6 PM went
to Boiling Saw 2 Sail steering N by E the
Other steering S by E So Ends these 24 Hours
Sat by Obs 40° 39' Long 35° 00'

Wednesday July the 13th 1831

These 24 Hours Commences with Light winds
from SE and at 10 finished Boiling and
At 6 Saw 2 Sail latter part Light
winds and Calm So Ends these 24 Hours
Sat by Obs 39° 36' Long 34° 25'

Thursday July the 14th 1831

These 24 Hours Commences with Light winds
from S E by E 2 Sail in Sight and at 4 Saw
4 Sail more Middle part and latter Moderate
And at 9 P M went on Board of the Captain
of Sagharbour So Ends these 24 Hours Lat
by Obs 40 00 Long 94 01

Friday July the 15th 1831

these 24 Hours Commences with Light
Winds from S E 7 Sail in Sight Middle
And latter part Strong Breeze from
S E and at 4 P M 2 Sail in Sight and
At 11 Caught 8 porpoise So Ends these
24 Hours Lat by Obs 39 18 Long 93 40

Saturday July the 16th 1831

these 24 Hours Commences with Strong
Breeze from S E by S and at 8 took 10 Reef
In each Top sail And At 4 P M saw 2 Brig
Steering S E So Ends these 24 Hours
Lat by Obs 40 00 Long 92 30

Monday July the 17th 1831

These 24 Hours Commences with
Light winds from S E and at 3 saw
a Sail of Lee Beam and at 6 Lowerd After
Black fish But did not get fast and at 6
P.M. saw 3 Ship whalers and at 10 saw
to the windward So Ends these 24 Hours
Lat By 40 32 Long 31 31

Monday July the 18th 1831

These 24 Hours Commences with Light
winds from S By E and at 2 the wind
Shifted to S E 2 Fath in sight and at 6 P.M.
Lowerd After Black fish and caught 8:18
to the Harbor and 3 to the Starboard and 2 to
the wind Boat and at 11 Commenced Cutting
them in So Ends these 24 Hours Lat By 40 00
Long 31 52

Tuesday July the 19th 1831

These 24 Hours Commences with Light winds from
E By S and at 5 finished Cutting in the Black
fish and at 8 P.M. picked up a Stick of Timber
and got the Try works under weigh 1 Sail in
sight So Ends these 24 Hours No Lat to Day
Long 31 25

Wednesday July the 20th 1831

These 24 Hours Commences with Light winds from ESE and at 4 finished Boiling Middle and latter part Calm and at 11 PM Saw 10 Sails to the windward Saw plenty of Porpoises and Grampuses So Ends these 24 Hours Lat by Obs 39:40 Long 31-15

Thursday July the 21st 1831 these 24 Hours Commences with Light winds from ESE and at 4 the wind shifted to SE and at 5 stowed down the oil and at 8 the wind shifted to South and at 9 PM Sowed After Black fish and got 4 2 to the Starboard 1 to the Land 1 to the Waist Boat and at 11 PM Saw the Land flooras the distance 10 Leagues So Ends these 24 Hours Lat by Obs 39:26

Friday July the 22nd 1831 these 24 Hours Commences with Light winds and at 3 Sowed After Black fish and got 10 5 to the Starboard Boat and 2 to the Starboard and 3 to the waist 3 Sails in sight Middle part Calm and latter part 10 Light Breeze from S.W. So Ends these 24 Hours Lat by Obs 39:14 Long 31-40

Saturday July the 23th 1831

These 24 Hours Commences with Light winds from S.W. Several sail in sight and at 1 P.M. got the Trawl works under weigh and at 8 Saw fyke and at 9 Spoke the plank line of skantuck 100 Spenn 10 Black fish So ends these 24 Hours Sat by 38.50

Sunday July the 24th 1831 these 24 Hours Commences with Light winds from S.W. Several sail in sight and at 5 finished Trolling and at 8 took in sail and Hove her And at 12 wore ship and at 4 P.M. Spoke the ship Gasper of Boston and the Galatia of Forehaven. So ends these 24 Hours

Monday July the 25th 1831 these 24 Hours Commences with Light winds from S.W. and at 3 went Ashore to fyke and at 9 P.M. went Ashore And Permitted and at 11 P.M. returned. Run of the day Spoke Several Ships So ends these 24 Hours

Tuesday July the 26th 1831

These 24 Hours Commences with the wind from
S W and at 5 got Every thing on Board
Hood to the ~~Boat~~ with a strong Breeze
and then Steered off for Terra del Oro these
24 Hours in Between ~~from~~ those and Terra

Wednesday July the 27th 1831

These 24 Hours Commences fine weather
And all hands Employed in making up
Potatoes and Grains And at 4 PM Sailed
Sail of the Seward and at 11 Saw B. B.
So Ends these 24 Hours Terra
Bearing Middle part of S W Distance
3 Leagues Employed in Ship Duty

Thursday July the 28th 1831

These 24 Hours Commences with light
winds from E S E And at 10 PM Saw
St. Michael Saw plenty of small fish
So Ends these 24 Hours Ship Duty

Obs 38:19 St Michael
Bearing N E Distance 12 Leagues

Friday July the 29th 1831

These 24 Hours Commences fine weather
the wind from S E Nothing in sight
and at 6 Saw at. Sail to the windward and
at 9 took in sail and hove her to in St
Michael Bary and at 4 P.M. made sail
and at 10 Caught a Turtle So Ends
these 24 Hours St Michael Middle
part of distance 3 Leagues

Saturday July the 30th 1831

These 24 Hours Commences fine weather
the wind S S E Middle part Calm
and at 4 P.M. set the Topmast Studdensail
So Ends these 24 Hours Lat by Obs 32° 25'
St Michael's Baryng 8° 35' by the
Compass Distance 24 Miles Long 24.49

Sunday July the 31st 1831

These 24 Hours Commences fine weather
the wind from North: and at 10 P.M. Saw
plenty of Grampoppers So Ends these 24
Hours Lat by Obs 36° 35' Long 24.19

Monday August the 1th 1831

These 24 Hours Commences fine weather and
light winds from N N W and at 7 the wind
hauls to W and at 4 P M the wind hauls
to N by N so Ends these 24 Hours

Lat By Obs 35.42 Employed in

Ship Duty. Long 24.54

Tuesday August the 2th 1831

These 24 Hours Commences fine weather
and light winds from North and then
it hauls to N N E Latter part of fore
Several flocks of Squirrels so Ends

these 24 Hours Lat By Obs 34.01

Long 23.39

Wednesday August the 3th 1831

These 24 Hours Commences fine weather
the wind from N N E and at 5 P M

Saw a Ship to the Leeward so

Ends these 24 Hours Lat By

Obs 32.00 Employed in Ship
Duty Long 23.03

Thursday August the 4th 1831

These 24 Hours Commences fine weather
the wind S S E 1 Sail in sight
Middle and latter Part Strong Breeze
So Ends these 24 Hours Employed for
Ship Duty Sat by Obs 29.38

Long 22.00

Friday August the 5th 1831

These 24 Hours Commences fine weather
the wind S E Middle part some
squally latter part good weather
and fine Breeze So Ends these 24
Hours Sat by Obs 29.56 Employed
for Ship Duty Long 21.10

Saturday August the 6th 1831

These 24 Hours Commences good weather
and Strong Breeze from S E
Middle and latter part Strong
Breeze So Ends these 24 Hours
Employed in Ship Duty
Sat by Obs 25.19 Long 20.41

Sunday August the 7th 1831

These 24 Hours Commences fine weather
And strong Breeze from S^WE
Middle and Latter part Strong Breeze
Dried at 10 PM saw Black Fish So Ends
these 24 Hours Lat by Obs 22 54

Longy 20 49.

Monday August the 8th 1831

These 24 Hours Commences Strong
Breeze from E^{SE} Middle and
Latter part Strong Breeze So Ends
these 24 Hours Employed in Ship

Duty Lat by Obs 20.30 Longy 21.24

Tuesday August the 9th 1831

These 24 Hours Commences good weather
And strong Breeze from E^{SE} Middle
and Latter part Strong Breeze So Ends

these 24 Hours Lat by D^R 18.06

Employed in Ship Duty Longy 22 12

Wednesday August the 10th 1831

These 24 Hours Commences fine good weather
And strong breeze from ESE
And at 6 Took for sail And have
the ship to under Close Reef main
Topsail and foresail and at 6 PM
Saw the Land St Nicholas and
at 12 North point Baring South
the Distance 3 Leagues So ends these
24 Hours Employed for Ship Duty

Thursday August the 11th 1831

These 24 Hours Commences fine weather
the SE Wind at 4 PM spoke
the Ship Lorrain of New York
to the And saw the Land St Jago
So ends these 24 Hours St Jago
SE part Baring South the Distance
10 Miles Employed for Ship Duty

Friday August the 12th 1831

There 24 Hours Commences fine
weather and strong breeze from
N^W E Middle part day of wind on
St Jago Wind at 11 P^M lowered the
Boat and went ashore to Forto
Praya So ends these 24 Hours

Saturday August the 13th 1831.
There 24 Hours Commences good weather
the wind N^W E Wind at 5 the Boat Com
Board with Hoys Hens and Thrush
and Squared away latter part good
breeze So ends these 24 Hours
Employed in Ship Duty Lat
By Obs 13-15 from N^W E
of take my Departure Long 23 15

Sunday August the 14th 1831
There 24 Hours Commences good weather
the wind N^W E Wind at 5 the wind
Dried away calm Wind at 10 the
wind ~~the~~ hauled to N^W E
latter part Fresh breeze So ends
these 24 Hours Lat By Obs 12 06
Long 23 50

Monday August the 15th 1831

These 24 Hours Commences good weather
the wind from N by E & Middle and
latter part squally with plenty of
rain so ends these 24 hours
Lat by D R 10:41 Long 22:52

Tuesday August the 16th 1831
these 24 hours Commences squally
weather and plenty of rain the
wind N by E & Middle part squally
latter part good weather so ends these
24 hours Employed for Ship Duty
Lat by obs 9:07 Long 22:26

Wednesday August the 17th 1831
these 24 hours Commences good weather
the wind S by E & Middle and
latter part good weather. Nothing in
sight so ends these 24 hours
Employed for Ship Duty
Lat by obs 8:33 Long 21:52

Thursday August the 18th 1831

these 24 Hours commences good weather
the wind S by E Dried at 5. Saw
B Sail to the windward Middle and
Latter part good weather To End
these 24 Hours Employed in
Ship Duty Lat By N 8. 43
Long 21.30

Friday August the 19th 1831

these 24 Hours commences good weather
the wind S by E Middle part Strong
Breeze and at 4 P.M. Saw B Sail to the
Leeward To End these 24 Hours with
B Strong Breeze the wind S by E
Lat By N 5. 00 Long 19.58

Saturday August the 20th 1831

these 24 Hours commences
good weather and strong Breeze the
wind S by E Middle part Strong
Breeze Dried at 8 P.M. Saw 6 Ships to
the Leeward To End these 24 Hours
Lat By N 4. 40 Long 12.44

Sunday August the 21th 1831

these 24 Hours Commences good weather
and strong Breeze from N by E
2 Sail in Sight Middle and Latter
part good weather. Nothing more
in Sight so Ends these 24 Hours
Sat. by obs 4-12 Long 14-14.

Monday August the 22th 1831
these 24 Hours Commences good weather
2 Sail in Sight and at 1 Saw a Sail
to the windward and at 2 Saw 8th Sail
to the leeward and at 4 Tacked Ship
and stood to the westward the wind
N by E and at 6 Tack Ship and
stood to the S and Eastward and at
8 P.M. 2 Sail in Sight so Ends these
24 Hours Sat. by obs 3-42 Long 16-14.

Tuesday August the 23th 1831
these 24 Hours Commences good weather
the wind S by E and at 6 P.M. the wind
Hauled to S then N Tack Ship and
stood to the Westward so Ends these 24 Hours
Sat. by obs 8-08 Long 15-31

Wednesday August the 24th 1831

These 24 Hours Commences good weather
And strong Breeze from S by E And
At 4 PM Spoke the Ship Midas of
New Bedford 45 days out to Enid
these 24 Hours ~~the~~ Employed in
Ship Duty Sat by off 2-10 Long 68

Thursday August the 25th 1831
these 24 Hours Commences with
fresh Breeze from S by E And
At 5 Saw 8 Sail to the windward and
At 6 PM one sail in sight to Enid
these 24 Hours Employed for
Ship Duty Sat by off 1-10
Long 10-58

Friday August the 26th 1831
these 24 Hours Commences good
weather and strong Breeze from
S by E 1 sail in sight And
At 4 Saw a sail of the weather Bow
And at 6 PM one sail in sight
And ~~and~~ Employed in Ship Duty
Sat by off 00 of South Long 10 54

Saturday August the 27th 1831

these 24 Hours Commences good weather
the wind S E By S and at 2 o'clock
the Ship Elizabeth of New Bedford
50 Days out Middle and Latter part
Moderate Breeze so Ends these 24
Hours Employed in Ship Duty
Lat By obs 1830 South Long 1830

Sunday August the 28th 1831
these 24 Hours Commences good weather
the wind S E By S the Elizabeth in sight
and at 4 saw a Sail of the Lee Bow
Brig steering ~~for~~ ^{for} S W by S Middle
and Latter part Strong Breeze so
Ends these 24 Hours Lat By
Obs 8:22 Long 20:05

Sunday August the 29th 1831
these 24 Hours Commences good weather
the wind S E 1 Sail in sight Middle
and Latter part Strong Breeze
Nothing in sight so Ends these
24 Hours Employed in Ship
Duty Lat By obs 45:50 Long 20:35

Tuesday August the 30th 1831

These 24 Hours Commences good weather
the wind S E by E and at 4 Sore
A Sail Astern Middle part Squally
with Rain and at 6 Sore A Sother
Sail to the windard Latter part Squally
with Rain So Ends these 24 Hours
Lat by obs 6.16 Long 2.1.00

Wednesday August the 31st 1831

These 24 Hours Commences Squally
weather the wind E S E 2. Sail in Sight
Middle and Latter part Squally Nothing
in Sight So Ends these 24 Hours
Employed in their Duty Lat by
obs 7.45 Long 2.1.30

Thursday September the 1st 1831

These 24 Hours Commences Squally weather
the wind S E by S Middle part
good weather Latter part Squally
Nothing in Sight So Ends these
24 Hours Lat by obs 9.25
Long 2.2.20 West

Friday September the 2th 1831

These 24 Hours Commences Squally
the wind S E by E Middle part
Squally Latter part good weather
Nothing in sight So Ends these
24 Hours Lat by obs 11. 11 Long 23. 12

Saturday September the 3th 1831

These 24 Hours Commences good weather
The wind from E S E Middle part
Squally with Rain Latter part Strong
Breeze from S E by S to E S E
Saw one pinkish whale So Ends these
24 Hours Lat by obs 12. 53 Long 29. 52

Sunday September the 4th 1831

These 24 Hours Commences Squally weather
the wind E S E Middle part Squally
And some Rain Latter part Strong
Breeze E S E Nothing in sight
So Ends these 24 Hours Lat by
obs 14. 25 Long 24. 31 West
South

Monday September the 5th 1891

These 24 Hours Commences good
weather the wind E S E Middle
part some squally, latter part
strong breeze So Ends these 24
Hours Employed for Ship Duty
Lat By obs 16 04 Long 25 03

Tuesday September the 6th 1890

These 24 Hours Commences good
weather and strong breeze from
E by S Middle and latter part
good weather Saw one Hump
Back Whale So Ends these 24 Hours
Employed for Ship Duty. Lat
By obs 14 55 Long 25 00

Wednesday September the 4th 1891

These 24 Hours Commences light
winds and some rain the wind E S E
Middle part squally with rain
latter part Moderate the wind
E by S Nothing in sight So Ends
these 24 Hours Lat By obs 19 21 Long 24 49

Thursday September the 8th 1831

These 24 Hours Commences good weather
the wind E by S Middle part Light
winds and at 4 Saw a fine Bark ahead
 Latter part Strong Breeze So Ends these
24 Hours Employed in Ship Duty
Lat By obs 21-03 Long 24-33

Friday September the 9th 1831
These 24 Hours Commences good weather
the wind E S E Middle part
 Latter part Light winds and at
4 PM Broke out our oil and
Coopered it So Ends these 24 Hours
Lat By obs 22-40 Long 24-41

Saturday September the 10th 1831
These 24 Hours Commences Good
weather the wind E S E Middle
part Calm Latter part Light
wind from S E by E & S.
Ends these 24 Hours Lat By
obs 23-54 Long 24-54

Sunday September the 11th 1891

These 24 Hours Commences good
weather and light winds from
S E Middle And Latter part Calm
At 6 P.M. more ship the wind
S E So Ends these 24 Hours
Lat By als 24.13 Long 24.56

Monday September the 12th 1891

These 24 Hours Commences Good
weather and Calm and at 3 more
Ship the wind E S E Middle
part light winds Latter part
light winds So Ends these
Hours Employed for Ship Duty
Lat By als 24.56 Long 25.05

Tuesday September the 13th 1891

these 24 Hours Commences good
weather the wind S E E
Middle part and Latter part light
Breeze Putting in light So Ends these
24 Hours Employed in Ship Duty
Lat By als 25.26 Long 25.51

Wednesday September the 14th 1831

These 24 Hours Commences Good weather
the wind E by S Middle and
Latter Part Moderate so Ends
These 24 Hours Employed in Ship
Duty Lat by obs 24-23 Long 24-05

Thursday September the 15th 1831

These 24 Hours Commences Good
weather the wind E S E and at
8 the wind hauled to S S E
Middle and Latter part throwing
Brease from N E and at
10 PM saw a sail of our Lee
quarter so Ends these 24 Hours
Lat by obs 25-19 Long 22-34

Friday September the 16th 1831

These 24 Hours Commences good weather
and Strong Brease from N E
Middle and Latter part Strong
Brease and Good weather so Ends
these 24 Hours Employed in Ship
Duty Lat by obs 25-30 Long 20-24

1831
Saturday September the 14th

These 24 Hours Commences Good
weather and strong breeze
Middle and latter part strong
Breezes So Ends these 24 Hours
Employed in Ship Duty Lat
By obs 30.54 Long 18.11

Sunday September the 15th 1831

These 24 Hours Commences Good
weather and strong Breeze and
One at 1 saw a Sail to the Leeward
Middle Part Moderate the wind
at 3 P.M. and at 2 P.M. the
wind Hauled to South So Ends
these 24 Hours with some Rain
Lat by D.P. 31.40 Long 16.26

Monday September the 16th 1831

These 24 Hours Commences Cloudy and
light winds from S.E. and at 8
Clock ship stood to the South
and at 10 P.M. saw a Sail bearing us
So ends Lat by obs 31.46 Long 16.15

Tuesday September the 20th 1831

These 24 Hours Commences good weather
and light winds from S E by E
1 Sail in Sight and at 5 spoke
A French Ship from Burdoo Bourn
to Canton Middle part light
winds from S E and at 5 the wind
Hauls to N E so ends these 24 Hrs
Lat by obs 32.33 Long 15.40

Wednesday September the 21th 1831
These 24 Hours Commences good
weather the wind N E by E saw
Several Fin Back whales Middle
part light winds and at 6 PM
Saw A Brig to the windward latter
part strong breeze so ends
these 24 Hours Employed in
Ship Duty Lat by obs 33.32
Long 13.55 West

1831

Thursday September the 22

These 24 Hours Commences Good weather
A strong breeze from N E and
then to N W Middle part Squally
 Latter part Strong Breezes Saw
Several fin Back whales So Ends
these 24 Hours Lat By obs 34-10
Long 10-49 West

Friday September the 23th 1831
These 24 Hours Commences Good
weather And strong breeze the wind
N E 28 29 Saw several fin Back whales
And at 6 took in sail and then
to Middle part Squally and at 6 made
sail and at 10 P M took in ship
So Ends these 24 Hours Lat By
Obs 34-25 Long 8-45

Saturday September¹⁸³¹ the 24th

These 24 Hours Commences Strong
Breeze And Squally And at 4
~~the~~ Spoke the Ship Victory of
London Bound to the East Indies
And at 6 Took in Sail and Hove her
to Middle part Squally and Buggy
And at 11 P.M. made Some Sail
So Ends these 24 Hours Lat By $ab\ 34-18$
Long $8^{\circ}08'$ west

Sunday September the 25th 1831

These 24 Hours Commences Strong
Breeze from South And Some Squally
And at 6 Took in Sail and Hove her
to Middle And latter part moderate
the wind ESE & backing in sight
So Ends Lat By $ab\ 34^{\circ}02'$ Long $08^{\circ}00'$

Monday September the 26th 1831

These 24 Hours Commences Good weather
And Light winds from ESE Middle
part Calm latter part Light Breeze
Sail in sight So Ends these 24 Hours
Lat By $ab\ 36^{\circ}00'$ Long Long $09^{\circ}00'$

Tuesday September the 24th 1830

These 24 Hours Commences Cloudy
weather and Light winds & Sail in
sight and at 4 Spoke the Ship
Sir Edward Paget of London 50
Days out Bound to Burn Bay the
wind N E by E and at 5th Down
Took in Sail Middle part Strong
Breeze and at Day Light Sailed N by
to the Leeward Latter part Cloudy
with Rain and at 10 P.M. Took in
Sail and Hove her to under Cloa
Reef Main Topsail and fore sail
So Ends these 24 Hours Lat 13th
N Long 64 50

Wednesday September the 25th 1831
These 24 Hours Commences Cloudy
weather and Rain with N by E
of wind and at 4 Took in the fore sail
the wind N E by E and at 5 P.M.
the wind Hauled to S by E with N
Sail of wind So Ends these 24 Hours
Lat by obs 36 00 Long 62 20 West

Thursday September the 29th 1831

These 24 Commences with Heavy
winds from S by W & then
it Hauld to S & Middle and
Latter Part Heavy winds and
At 10 PM saw 2 Whales the
windard but could not ascertain
where they were Right whale or
Not So Ends Lat by obs 35-35
Long ~~65~~ 5:55

Friday September the 30th 1831
First and latter of these 24 hours
Heavy winds from ESE latter
part Moderate Nothing in
sight So Ends Lat by obs
35:50 Long 6:00 West

Saturday October the 1th 1831

First part of these 24 Hours Light
winds and foggy Middle part
Moderate latter part Strong Breeze
And foggy And at 10 P.M. saw
a Right whale forward And the
main boat struck And killed
And it came on foggy And lost
And came back So ends these 24
Hours Lat by obs 36. 38 Long 5. 15

Sunday October the 2th 1831

First part of these 24 Hours Strong
Breeze And foggy Middle part
Moderate at Sun Down Took in
Sail and at Day Light Made Sail
Saw several Right whale Boat
So foggy Did not forward So
ends these 24 Hours Lat by
D R 36 40 Long 5 00

Light

And foggy

Light and foggy

Monday October the 3th 1831

First Part of these 24 Hours Some
Foggy Saw Several whale And at
1 Toward Boat Did Not Get past
And at Sun Down Took in Sail
And at Daylight Made Sail with
Some Rain and at 11 Saw 2 Right
Whale And Toward Boat Did
Not Get past and Came Aboard
So Ends Lat By obs 36° 46
Long By Chronometer 42° 20

Tuesday October the 4th 1831

First Part Good weather and at
2 Saw 2 Right whale And Toward
with three Boats And the Harbor
Boat Stuck And Tilt And at
5 took her Alongside And got
Ready for Cutting And Took
in Sail And set the watch
And at Daylight Called All Hands
And got Ready for Cutting And at
11 spoke the Ship Donragon Castle
of London And at 10 finished Cutting
So Ends Lat By obs 37° 11 Long 42° 0

He is from the South

2156 3000 4000 5000

Wednesday October the 5th 1831

These 24 Hours Commenced Fined
Wind at Middle part Strong winds
Wind at Daylight Got the Ice works
under weigh and at 8 Saw 2 whole
ships To End these 24 Hours
Lat by obs 34° 12' Long 3° 40'

Thursday October the 6th 1831

First part of these 24 Hours Strong
Breeze and at 2 Cooled Down the
Ice works Middle part Moderate
with some Rain Wind at Daylight
Got the Ice works under weigh
again and at 10 Saw three Right whale
Wind forward 2 boats from the
harbour struck and the first boat
killed and at 12 Got her alongside
To End these 24 Hours by Lat on
Sight No Lat this Day
Long 3° 30' wind N by E

Friday October the 7th 1831

These 24 Hours Commenced Drugged
And plenty of Rain to Drugged for
Cutting for Tugging Middle And
 Latter part Drugged And Raining
The wind N.E. So End Set by
Lat 34-20 Long 31-55

Saturday October the 8th 1831
These 24 Hours Commenced Drugged
with some Rain And at 2 Commenced
Cutting And at 3 finished Middle
part Raining And at 6 P.M. Set
the Tugs works to going Latter
part Moderate and at 11 saw
one sail So End Set by Lat 33-15 Long 4-03

Sunday October the 9th 1831
First part Moderate Middle
part Strong breeze and Squally
And at 4 P.M. saw a sail and at 10
spoke the Ship Franklin of Rochester
And at 11 Commenced Tugging Down to
End Set by Lat 33-23 Long 4-00 East

Monday October 10th 1831

First part of these 24 Hours Moderate
Wind at 5 finished Stowing Down
upper oil that was Cold Middle part
Squally with Rain and at 3 P.M. Cold
Down on Account of Rain and at
7 Saw 3 Sail and at 8 Sounded 10
whales and the 2 and 3 Boats struck
and Drowned and the next Boat
Got Stowed and at 11 Spoke the
Ship Augusta of Sagharlow winds
All Down the Canvas to End
Lat by obs 34-00 Long 8-40

Tuesday October 11th 1831

First Part Strong Breeze and some
Squally and at 1 P.M. finished Boiling
Middle Part Some Squally
 Latter Part Moderate Wind
at 6 Commenced Stowing Down
and at 12 P.M. finished 2 feet in
Sight winds N.E. & S.E. to End
these 24 Hours Lat by obs
36-54 Long 8-30

Wednesday October the 12th 1831

First Part of these 24 Hours Strong
Breeze 3 Sail in Sight Wind at 4 Saw
2 Whale and at 5 Forward and the
Foremost Boat Struck Wind the
next Boat killed and at 6 Got her
Longue Middle part Strong Breeze
and Squally with Rain latter
part Puffed Wind Rainy to Puffed
for cutting so Ends these 24 Hours
no lost ~~to~~ to Day Long 3:15

Thursday October the 13th 1831

First Part Strong Breeze from
SSSE 2 Ships in Sight and
at 8 Spoke the Ship Gaffer of
Boston 2 Whale Middle part more
Moderate and at 5 PM Commenced
cutting and at 9 Spoke the Ship
Manchester Packet of Sagharlow
and at 10 finished cutting and at
11 Spoke the Ship Focisa of Linn
2 Whale to Land Set by at 3:34
Long 3:00 Heat

Friday October the 14th 1831

These 24 Hours Commences Breeze
Rage Heavy winds from N^W & N^W
Middle part more moderate and
at 4 P.M. got the log works under
receipt. To End Nothing in Sight
Lat By obs 38:02 Long By
Chromometer 3:34 West.

Saturday October the 15th 1831
These 24 Hours Commences Good
weather the wind N^W & N^W Nothing in
Sight Middle and latter part
Good weather and at 10 P.M. saw
one Whale but did lower to ends
Lat By obs 38:24 Long 3:35

Sunday October the 16th 1831
These 24 Hours Commences Good
weather and at 6 finished and
stowed Down 25 Barrels and at 8
Down took Sail and at Day Light
made Sail and commenced stowing
Down to ends saw several fin backs
Lat By obs 38:08 Long 3:30

Lat By obs 38:08 Long 3:30

Monday October the 17th 1831

First Part Latter part of the 24 hours
Good weather Saw several Finbacks
Latter part Strong Breeze and some foggy
Saw some Humpbacks Whales & some
Lat by obs 37-42 Long 4-15 West

Tuesday October the 18th 1831

There 24 Communes Good weather
And at 2 Saw a whale And lowered
And the waist Boat struck And
Dipped And At Sun Down took in Sail
And at Daylight made Sail Latter part
Strong Breeze Nothing in sight So
Ends Lat by obs 37-02 Long 4-40 38°

Wednesday October the 19th 1831

First part Strong Breeze and some
foggy Saw 2 Finbacks And at Sun
Down took in Sail And at Daylight
Made Sail Latter part Strong Breeze
Nothing in sight So Ends the 24
Hours Lat by obs 36-58 Long 4-00
Winds N E S E

Thursday October the 20th 1831

First part of these 24 Hours Strong
Breeze Saw Several Fin Backs
And at 6 Spoke the Ship Harbuck
of New London & Whale and at Sun
Down took in Sail Middle and
Latter Part some Squally And
At Day Light made Sail and
at 10 Saw a Brig to the windward
So Ended the Day Long 350

Friday October the 21st 1831
First part Strong Breeze And
Squally And at 2 Saw a
Whale and toward But did
Get lost And at 3 Spoke the
Brig Patience of New Bedford
Capt. Hannon with nothing
Now at Sun Down took in Sail
And saw 3 whale And at Day
Light made Sail Latter part
Squally and at 10 Saw a Merchant
Ship to the windward So Ended these
24 Hours at Long 36-24 Long 355

off the Cape of Good Hope

off the Cape of Good Hope

Saturday October 22th 1831

First part of these 24 Hours Good
 weather Wind at 2 and 3 Saw 4 Ships
 Saw 1 or 2 whales Wind at 5 Spoke the
 Ship Master of New London 400
 And the Gang of New Bedford 5
 whales and at Sun Down took
 in sail Wind at Daylight made
 Sail several Ships in sight Wind
 at 5 Saw a whale Wind forward
 But Did not get past Wind
 Spoke the John Adams Boat
 4 whales To Land Lat 43
 36-34 Long 71 West

Sunday October 23th 1831
 First part of these 24 Hours
 Good weather Several Ships
 in sight Saw some Herring
 Wind at 5 Spoke the Ship Henry
 of New Bedford and the Ship
 Mercator of Do. 1 whale 11 whales
 Wind at Day light Made sail Several sail
 in sight Saw Great many of fish
 To Land Lat By 36 53 Long 71 15 West

Saw 1 or 2 whales

Saw 1 or 2 whales

[Faint, illegible handwritten text]

Lives from the

Tuesday October the 25th 1834
First part Strong Breeze
Several Ships and small boats
And at 5 o'clock the Steamer
at Rochester a Whale Middle
And latter part Strong Breeze
And at 10 PM Saw a Whale
And saw one but did not
Get past so Ends there at
Hours last by ab 34-34
Long 8-30 West of
Greenwich

Wednesday October the 26th 1831

First part of these 24 Hours Strong
Became Bore at 4 Spoke the Ship
Laura of Linn Capt Townsend & Whole
And Spoke the Ship Manchester Packet
6 50 the Middle part And Latter
part Good weather Saw several
Ship And Saw 2 or 3 whale And
Saw one But Did not Get fast So
Ends Lat By obs 34.29 Long 9.40

Thursday October the 27th 1831

First part of these 24 Hours Good weather
Several Ships in Sight Saw 1 or 2
whale Middle And Latter part
Good weather Saw several whale
And at 8 P M the Starboard Boat
Got fast and Drained And at 10
the Starboard Boat Got fast And
Killed 2 whale And the Larboard
Killed 1 But Did not save But
one So Ends these 24 Hours
Lat By obs 34 50 Long 4.43

Officer of the Comptrol
Henry Hill Perceval
Officer of the Comptrol
Henry Hill Perceval

Friday October the 28th 1831

First part Good weather and at
 1 Got the whale Along Side and
 commenced Cutting and at 5
 finished and Got the Try marks
 under weigh Middle Part
 Latter part Good weather and
 At 6 PM Toward and the coast
 and Harbor Boat Got past and
 the coast Boat Drawed and the
 Harbor Boat Killed the Harbor
 Boat whale and she sunk
 and at 9 spoke the Ship
 Misora Merchant of London and
 at 11 spoke the Ship Minerva of
 New Bedford & whale To Ends

Lat By obs 38° 03 Long 4° 30 west

Saturday October the 29th 1831

First and Middle part Moderate
 and at 4 PM Toward but did not get
 lost and at 6 PM Toward and the
 Harbor Boat and coast Boat struck
 and the coast Boat Line Run foul and
 the Harbor Boat Drawed To Ends Several
 Sail in sight Lat By obs 38° 14 Long 4° 50

Off the coast of New Bedford
 28th Oct 1831

29th Oct 1831

The above is a list of the
 names of the persons who
 have been appointed to
 the various offices of the
 Society.

Monday October the 31th 1891
First and Middle part Strong
Breeze Wind at 3 Commenced
Cutting Wood at 6 Finished
Wind at 4 P.M. Got the Traps
under weigh Saw several
weasels but too rugged to
lower to ends there 24
Hares Sat by at 3.542
Long 5.10 Feet of
Greenish

Tuesday November the 1st 1831

All these 24 Hours Strong
Breeze And at 5 P.M. Calm
Down on Beach at a wind And
at 5 P.M. went to Tying Sails
Several whale Boat to Puggan
to Lower So Ends these 24
Hours Lat by ab 38.23 Long 8.15

Wednesday November the 2nd 1831
First and Middle part Strong Breeze
And at 10 P.M. finished Tying sails
at 6 P.M. commenced Hoisting Sails
and at 8. Saw 2 whale and saved
And the waist Boat Struck
And the Larkwood Boat and the
waist Boat killed them Both
And saved one So Ends these
24 Hours Lat by ab 38.41
Long 4.35

The Sails
were
Grim

The Sails
were
Grim

Thursday November the 3rd 1831

All these 24 Hours Good weather
Arid at 3 Got the whale Along
Side and finished Stowing Down
and at 6 P.M. Commenced Cutting
and at 10 finished To End 3 Tail
in Sight one mass of Duty
Lat Byds 33. 29 Long 50

Friday November the 4th 1831

All these 24 Hours Good weather
Arid at 4 Saw 2 or 3 whale But
Did not Get past and at 4 P.M.
Spoke the Ship Fane of Hantuck
and at 4 Saw a whale and
Lowered And the waist Boat
And Landed Got past and
the waist Boat Drawed and
the Starboard Boat Killed
the L Boats whale and at
9 Got her Alongside and
Commenced Cutting and
at 12 finished To End these
24 Hours Lat Byds 33 39
Long 44

off the coast

off the coast
of duty

Saturday November the 5th 1838

First part Good weather and
at 8 spoke the Ship. Force of
Fairhaven to whole and at 4
saw a whale and the waist
Boat rose and killed and at
6 Got her alongside and
at 8 P.M. commenced cutting
 Latter part stormy breeze
and at 12 finished to ends &
more of duty Lot by 10
32 56 Long 4-30 went
Employed in Boiling

Sunday November the 6th 1838
All these 24 hours strong breeze
First part Employed in Stowing
Down Middle part Stowing
rinds Latter part Employed
in Stowing Down to ends
these 24 hours to a lot
this day Long 8 00
a piece of duty employed
in Boiling

Officer of the Ship
and the Boat

Monday November the 4th 1831

All these 24 Hours Strong
Breeze Employed in Boiling
And Stewing Down Saw
Some Black fish And
porpoises To Ends these 24
Hours Employed in Stewing
Down 2 Men of Duty
Lot By wt 39-33 Long 4-50

Tuesday November the 5th 1831
First part Strong Breeze Middle
part more Moderate. Latter part
Good weather To Ends these
~~all Hours Employed in Boiling~~
~~Lot By wt~~

And at 2 P.M. finished
Boiling Latter part Employed
in Stewing Down To Ends
these 24 Hours Lot By wt
38-53 39-11 Long 5-25

Wm. J. Smith

Wm. J. Smith

Wednesday November the 9th 1831

All these 24 Hours Good weather
And at 3 Saw a whale But did
not get past and at 6 finished stow-
ing down And took in sail
And at daylight made sail
3 ships in sight Saw 2 whales
But did not get past So ends
these 24 hours Lot Byals
38-45 Lorry 5-36

Thursday November the 10th 1831
First part Good weather and at
2 spoke the Louisa of Linn 9 whales
3 ships in sight Middle part
Some foggy Latter part stormy
Breast and at 10 spoke
the Benjamin Bush of Wrenson
4 whales Saw several fish
Barks So ends these 24 hours
Lot Byals 34-54
Lorry 3-22 West

Friday November the 11th 1831

Off in the South

First in the latter part Strong breeze
And at 3 Spoke the Ship Kimron
of Copenhagen and at 5 Spoke
the Ship Mercator of New Bedford
a whale Latter part Good weather
And at 10 Spoke the Heroine
of Fairhaven a whale so ends
these 24 hours No Lot this
Day Long saw best

Saturday November the 12th 1831

All these 24 hours Good weather
And at 4 Saw 3 whale and the
warst Boat struck and the
Larboard Boat killed and at
6 Got near Longside
Middle and latter and at
5 PM commenced cutting
and at 9 finished and saw
Several whale and saw
And the warst Boat struck
And the Larboard Boat killed
And the warst Boat killed a
Saw whale but did not save him

To land in the lot
Long 4-30

Sunday November the 13th 1831

All these 24 Hours Good weather
And at 1 Got the whale Lonside
And commenced cutting and at
6 finished and went to Boaling
And at 6 PM Saw Several whale
And Lonside and the waist Boat
Stuck and killed and at 9 Got
her Lonside So Ends that Day
obs 37 50 Long 4-15 4 Ships in sight

Monday November the 14th 1831
First and Middle part Good
weather and at 2 commenced cutting
And at 6 finished Latter part
Strong Breeze Several Ships
in sight So Ends Employed
in Boaling So Ends these 24
Hours Lat by obs 37 50
Long 4-00 West

First
Middle
Last

First
Middle
Last

Theodore Tilton

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Thursday November 14th 1890
First and Middle part Strong
Breeze and at 5 finished Hauling
Down Saw a big Steaming East
Wind at 8 Coaled Down on account
of Rain and at 9 AM went to
Boiling Water part Puggie and Rain
To Ends 180 Lost this Day, 1000 & no

Friday November the 18th 1831

First part Strong Breeze and
foggy and at 3 finished Boiling
a Whaling in Sight Middle part Light
winds Latter part Strong Breeze finished
Stowing Down So Ends there 24
Hours Lot By obs 38-25 Long 3-20

Saturday November the 19th 1831
First part Good weather Saw several
fin backs and Carcases Middle part
Latter part Good weather 2 Sail in
Sight Saw a whale So Ends Employed
in Cleaning Bone Lot By obs 38-26

Sunday November the 20th 1831
First part Good weather and
at 2 Shook the Ship Duke of
Orleans of Harver Middle part
Latter a Gail of wind and
Rain So Ends there 24 Hours
No Lot this Day
Long 3-25 West

off the ship from
the 18th to the 20th
off the ship from
the 19th to the 20th
off the ship from
the 20th to the 21st

Monday November the 21th 1831

First A.M. Middle part Strong
Breeze Latter part Light Breeze
with some Rain and foggy Sea.
Some Humpbacks whales So Ends
Lat By obs 33-34. Long - 3-15

Tuesday 1 November the 22th 1831
At 11 P.M. 2.4 Hours Clear weather
At 1 at 5 P.M. Spoke the Ship Fame
of Nantucket 400 Tons and at 7.30 A.M.
Spoke the Ship Chelwood of Gloucester
400 Tons and at 9 A.M. Sailed
and at 10 Sailed and the main Boat
Struck and Hulled and Sunk and
the Starboard Boat Struck and
Hulled and Sunk So Ends Lat
By obs 34-39 Long 3-40

Wednesday November the 23 1831

First part Good weather and at 1
2 Got the whale alongside and
cut her in middle and latter
part Strong Breeze and at 6
P.M. went to Baiting Seals
4 Sail in sight Lat Byals
38-44 Long 8-20

Thursday November the 24th 1831
First and Middle part Good weather
Saw several fin backs and Hump
backs latter part Strong Breeze
Saw 4 Sail Employed in Baiting
Seals Lat Byals 38 or Long 8-45

Friday November the 25th 1831
All these 24 Hours Strong Breeze
And at 2 finished Baiting And
at 10 P.M. Saw 1 Ship Seals
these 24 hours Lat Byals
38-10 Sail Long 8-55
West of Greenwich

Officer from
Greenwich
to the
Ship
at
the
Office
of
the
Secretary
of
the
Navy
at
Greenwich
on
the
25th
of
November
1831

Saturday November the 26th 1831

All these 24 Hours Strong Breeze
with some Rain and Foggy since
Nothing so Ends these 24 Hours
No Lot this Day Long 3-45

Sunday November the 27th 1831

All these 24 Hours Strong
Breeze and at 1 commenced
Stowing Down and at 4 some
3 Shifts and at 6 spoke the Franklin
of Rochester 600 tons Middle and
Latter part Strong Breeze and
Squally so Ends Lot By als
3-55 Long 3-55

Monday November the 28th 1831

First and Middle part Strong Breeze
and Puffed Latter part more
Moderate and at 8 Picked up
A Dead whale took her Longside
and cut her in so Ends
Lot By als 3-45 Long 3-25

officers from off the
officers from off the

officers from
officers from

Tuesday November the 29th 1831

All These 24 Hours Good weather
Several Ships in Sight and at
9 Spoke the Ship Alexander Mansfield
of Hudson 1300 Tons and the Schooner
plant of New Bedford 1450 Tons
So Ends No Lat this Day
Employed in Boiling Tong 3-15

Wednesday November the 30th 1831
First part Good weather and at
2 Spoke the Ship George of Kent
2000 Tons and at 4 Saw a whale But
Did Not get fat and finished Boiling
Middle and latter part Stormy
Breave And finished Stowing
Down of Ends Several Sails in Sight
Lat by obs 34 50 Long 3-45

offed from
to 2000

offed from 2000
to 2000

Thursday December the 1st 1831

All These 24 Hours Strong Breeze
3 Ships in sight and at 4 spoke
the ship's capture of Nag Harbour
1200 AM Saw some Finbacks latter part
Strong Breeze and foggy so End these
24 Hours No Lat this Day Long 3.5.5

Friday December the 2nd 1831
First and Middle part Light
Breeze and foggy latter part Good
weather 4 Ships in sight Saw some
Finbacks so End Lat By 43.15
Long By Lammeter 4.50

Saturday December the 3rd 1831
All These 24 Hours Good weather
and at 3 spoke the ship Hope of
New Bedford 800 AM Middle and
latter part calm so End
Lat By 43.38 or Long 4.20
1 man of Duty

upward of 1000
Saw 8 or 10
the ship's capture
the ship's capture
the ship's capture

Sunday December the 4th 1831

First part Light winds Several
Ships in sight and at 2 Saw 4 or 5
whale And Lowery And the
Larson Boat Struck And the
Starboard Boat Wille and at 4
Got her to the Ship And cut her
in Middle part Moderate
Latter part Strong Breeze So
To End Lat By obs 38 15 Long 4 30
1 man of Duty

Monday December the 5th 1831
All these 24 Hours Strong Breeze with
Fog And Rain And Spoke the Ship
Balash of New London 10 whale Saw
3 or 4 Ships To End Employed in Boiling
No Lat this Day Long 4 40
6 men of Duty

Tuesday December the 6th 1831
All these 24 Hours Strong Breeze
with some Rain And Fog Saw 2
or 3 Ships To End these 24 Hours
Employed in Boiling And Stowing
Down Lat By obs 38 26 Long 4 15
1 man of Duty

off the Cape

off the Cape

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Handwritten cursive script, likely bleed-through from the reverse side of the page.

Handwritten cursive script, likely a signature or name, appearing twice.

Saturday December the 10th 1831

First part Good weather Spoke the
Ship Neptune of Sagharbour 1400 Tons
And at 2 Saw 2 Whales And Lowan
But Did not Get past and Spoke the
Bark Harcourite of Fairhaven 6 Whales
14 Ships in sight Middle part Some
Foggy Latter part Good weather
Saw 2 or 3 whales and Lowan
But Did not Get past So End
Lat Byals 34-21 Long 3:00

Sunday December the 11th 1831
All These 24 Hours Good weather
And Spoke the Ship Louisa of Limer
1000 Tons And Spoke the Ship Anne
of Bristol 2 whales Saw 1 whale And
Lowan But Did not Get past
So End Lat Byals 34-22 Long 3:50
1 Man of Duty 14 Ships in sight

off the 3rd of 38
off the 3rd of 38
1 Man of Duty

off the 3rd of 38
off the 3rd of 38
1 Man of Duty

Monday December the 12th 1831
55-2 11 Sord

All these 24 Hours Good weather saw
at 3 saw 2 whale loward but did
not get fast spoke the ship Hopes
Boats 9 30 AM and ~~at 5 PM~~ latter
part saw several whale loward
but did not get fast so ends
14 ships in sight Lat by abt
37-38 Long By Chronometer 2-30

1 Man of Duty
Tuesday December the 13th 1831

First part Good weather saw several
fin backs and at 4 spoke the ship
Kinnard of Sagharwar 1500 MT
And at 6 saw A. Dec whale went
to her and took her alongside
and spoke the Hope and at Day
Light cut her in and went to
Boiling 3 ships in sight
So ends Lat by abt 37-44
Long 2-45 West

Ho 8th 1231
every night
Ho 9th 1231
every night

Wednesday December the 14th 1831

First part Fresh Breeze 3 Ships in
Sight Middle and Latter part Strong
Breeze with some Rain and Foggy
So Ends Employed in Boiling
Lot By lbs 32-08 Long 3-00 West

Thursday December the 15th 1831
First part Strong Breeze and at a finish
Boiling and 5 Spoke the Ship Anne
of Bristol 3 whale Middle and
Latter part Light wind and Good
weather and at 3 Saw a whale toward
And the Larboard and waist Boat
Struck and Killed and at 12 Got
them Longside So Ends Lot By lbs
38-03 Long 3-20 4 Ships in Sight

Friday December the 16th 1831
All these 24 Hours Good weather And at 1
Cut the whales in Several Ships in Sight
Latter part Employed in Stowing Down
Saw a whale toward But did not get
past So Ends Lot By lbs 32-10 Long
By Camometer 3-10 West

off the 14th off the 15th off the 16th
off the 17th off the 18th off the 19th
off the 20th off the 21th off the 22th
off the 23th off the 24th off the 25th
off the 26th off the 27th off the 28th
off the 29th off the 30th off the 31st

Tuesday December the 20th 1831

First part Fresh Breare Employed
in Stowing Down and at 4 Saw 2
whole Toward And the Starboard
Boat Struck And the Waist Boat
Huddled and at 6 Hooks were hanged
Middle and latter part Strong Breare
So Ends Employed in Boiling And
Stowing Down Lat By ab 34 15 Long 300

Wednesday December the 21st 1831
All these 24 Hours Strong Breare And
to Prigger for cutting 3 or 4 Ships in
Sight Employed in Boiling And Stowing
Down So Ends Lat By ab 34 14
Long 2930

~~Thursday December the 22nd 1831~~

Thursday December the 22nd 1831
All these 24 Hours Strong Breare
And at 1 cut the whale for Saw
Several Ships in Sight Employed
in Stowing Down and Boiling
So Ends Lat By ab 34 23 Long 200

Friday December the 23th 1831

First And Middle part Light
winds And Pugged Employed in
Stowing Down And Boiling Saw 2
Ships Latter part fresh Breeze So
Ends Lat By obs 34-26 Long 2-10

Saturday December the 24th 1831
All these 24 Hours Fresh Breeze
a Sail in sight and at 1 finished
Boiling. Employed in Stowing
Down Latter part Strong Breeze
and at 10 finished Stowing Down
So Ends Lat By obs 34-23 Long 1-45

Sunday December the 25th 1831
First part Fresh Breeze Saw 15
or 20 whale toward But Did Not
Get past Middle And Latter part
Strong Breeze 3 Ships in sight
Saw some whale But to Pugged
to Scurar So Ends Lat By obs
34-26 Long 1-00 West

25th of Dec. 1831. 8th of Dec. 1831. 11th of Dec. 1831. 14th of Dec. 1831. 17th of Dec. 1831. 20th of Dec. 1831. 23rd of Dec. 1831. 26th of Dec. 1831. 29th of Dec. 1831. 31st of Dec. 1831.

Monday December the 26th 1831

First part Strong Breeze Saw 2 whale
Middle And latter part Good weather
Saw 3 or 4 whale Loward But
Did Not Get past So Ends 6 Ships
in sight Employed in cleaning Bone
Lat By obs 34-10 Long By Lunar
obs 00-10 West

Tuesday December the 27th 1831

All these 24 Hours Good weather
And at 5 Spoke the Ship Tobacco plant
of Newberford 1950 And at Day
Light Saw whales Loward But Did
Not Get past So Ends Lat By obs
36 48 Long 00 00

Wednesday December the 28th 1831

All these 24 Hours Good weather
And at 1 Loward And the waist
Boat Struck And Killed and at
2 Tack her Longside And Cut her
in And at Daylight went to Baiting
So Ends Lat By obs 36 48 Long 00 15
East

off the ground

off the ground

off the ground

mean of duty mean of duty

Thursday December the 29th 1831

First And Middle part Good
 weather Saw some whale but
 they were going quick. Latter
 part strong Breeze then at
 10 spoke the Ship Heroine of
 Fairhaven All full so ends
 Employment in Boating & making
 Duty Lot Byels 3650 Long to the

Friday December the 30th 1891
First part Strong Breeze 1 Ship
in Sight Middle part Some
Squally and at 12 finished Boiling
Latter part Latter part
Strong Breeze with Fog So
Ends No Lat this Day Long 100 30 West

Saturday December 14th 1831
 All these 24 hours strong breeze
 with squally weather and
 foggy & ship in sight so
 we ended so for this day.
 Long 60-85 West of Greenwich
 & more of Duty

Sunday January the 1st 1832

First part Strong Breeze And
Pugged Middle And Latter part
Good weather Saw 3 Ships So Ends
these 24 Hours Employed in
Stowing Down Lat 43° 45'
Long 80° 20' West

Monday January the 2nd 1832
First And Middle part Good
weather Saw 3 Ships Latter part
Strong Breeze And at 10 Spoke
the Ship Drayde of Rochester
So Ends these 24 Hours Employed
in Clearing Board Lat 43° 43'
Long 80° 15' West

Tuesday January the 3rd 1832
First part Strong Breeze And
Pugged Middle part Squally
And Rainy Latter part Strong
Breeze And Pugged 2 Ships
in sight So Ends these 24 Hours
Lat 43° 34' Long 80° 30' West

off to sea
and from
the ship

off to sea
and from
the ship

off to sea
and from
the ship

Wednesday January the 4th 1832.

All these 24 hours strong breeze
And Drugged 2 ships in sight
And at 5 P.M. broke the ship
Balash of Newfoundland latter
part saw several whale but
no Drugged to lower to ends
hot by at 39-40 Long 4-30 Heat

Thursday January the 5th 1832
All these 24 hours strong breeze
And Drugged at 4 saw a merchant
ship steering E by S. saw plenty
of whale etc. Drugged to lower
middle and latter part squally
to ends hot by at 39-41 Long 4-30

Friday January the 6th 1832
First part strong breeze saw
a whale to Drugged to lower
middle part heavy winds
and squally latter part strong
breeze And Drugged to ends & ship
in sight hot by at 39-44 Long 4-10

He 24 24 24

He 24 24 24

He 24 24 24

James Smith & Co
to the Secretary

James Smith & Co
to the Secretary

James Smith
to the Secretary

James Smith
to the Secretary

Friday January the 13th 1832

First part Middle part Strong
Breeze Air Buggy for the first
time. Gail of wind at 2 Coolie
Dinner So. Cruise. Saw several
Whales. No lot this day Long 4 2

Saturday January the 14th 1832
All these 24 Hours A Gail of
Wind Saw several whales and
Saw 2 ships to Cruise these 24
Hours Lot By 40 25 Long 4 on

Sunday January the 15th 1832
First part Strong Breeze at 2
went to Boiling Middle part
Light Breeze 1 ship in sight
at 2 saw a whale. Dinner
then the Standard Boat struck
then started to Cruise. Lot By
40 39 50 Long 4 45
Carpenter in Boiling then
Mowing Down

26-98
26-98

26-98
26-98

26-98
26-98

Sunday January the 16th 1832

All these 24 hours Good weather
And at 4 Saw several whales
Leeward And the Landward
Boat struck And the vessel
Boat killed And at 6 Took
Her Longside And at Daylight
Cut her in To End Cut by
obs 40 or Long 4-50 Feet

Tuesday January the 17th 1832.
All these 24 hours Good weather
Saw several whales Crossed by
in Stowing Down Middle And
After part of night became
And at 10 Saw a large whale
And at 11 Took Her Longside
To End 2 ships in sight Cut by
obs 40 or Long 4-50 Feet

the 16th

the 17th

Wednesday January the 18th 1852

First three Middle part Morning
And at 1 Commenced cutting from
at 2 spoke the ship for pier of
Boston 2350 H. Lutter went
Fresh Breeze to land employed
in boiling the Stowing down
at 4 by 10 40 50 60 70 80 90 100

Thursday January the 19th 1852
At 10 these are the hours from Breeze
And foggy saw nothing
employed in boiling and
stowing down at 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
Day long 4 50 60 70 80 90 100

Friday January the 20th 1852
At 10 these 24 places of Gail of
Wine and at 10 down from
boiling and at daylight
saw 2 ships to land at 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
Day long 4 50 60 70 80 90 100

Saturday January the 21st 1832

First part strong breeze clear squally
ships in sight Middle and latter
part light breezes nothing in
sight at 4th hours 4-30
ing breeze set by 4

40-49 Long 4-30 West

Sunday January the 22nd 1832
All the fore hours light winds
with some squalls saw a ship
steering to the Eastward to 4th
hours 4-40 hours set by 4

40-48 Long 4-35 West

Monday January the 23rd 1832
First part light winds saw
a whale going back Middle
part squally latter part saw
a whale forward and the
boat struck and then
went back the ship struck
12 got her alongside to 4th
40-48 Long 4-40

Tuesday January the 24th 1832

All there 24 Hovers Fresh Broom
Hove at 1 o'clock the whole is over
At 12 noon Down went to Boiling
So Crews Employed in Boiling
Set by at 39.50 Long 4.50

Wednesday January the 25th 1832
All there 24 Hovers Fresh Broom
Hove at 2 o'clock Away for Home
Arrived at 9 P.M. finished Boiling
So Crews Set by at 38.50
Long 5.45 West

Thursday January the 26th 1832
First part Fresh Broom Employed
in Stowing Down Middle Row
 Latter part Light wind
Employed in Stowing Down
So Crews Set by at 34.55 South
Long 6.10 West

all fresh
broom
Hove
at 12 noon
Down went
to Boiling
So Crews
Employed
in Boiling
Set by at
39.50
Long 4.50
West

Friday January the 24th 1832

All these 24 Hours Light wind
Aye & Calm First part Employed
In cleaning Bone Latter part
Employed in Sheep Duty
So Ends these 24 Hours Lat
By obs 34-10 Long 6-38 West

Saturday January the 25th 1832
First part Calm Middle and
latter part Light wind from
SE & S. So Ends these 24
Hours Lat By obs
36-00 Long 6-08 West

Sunday January the 26th 1832
All these 24 Hours Brist
Breasts on the same. Foggy
Weathering In light to clear
These 24 Hours Lat By obs
34-39 Long 6-50 West

25th 1832
26th 1832
27th 1832
28th 1832
29th 1832
30th 1832
31st 1832

Monday January the 30th 1832

off to sea from
off to sea from
off to sea from

At 24 hours Light Breeze
and some squally latter part
some rain. Comptroller in ship
Duty Nothing in sight
So ends these 24 hours
Lat by obs 33.2.9 Long 71.3

Tuesday January the 31st 1832
First and Middle part Light
Breeze latter part Calm
Nothing in sight So ends
these 24 hours Comptroller
in ship Duty Lat by obs
33.03 Long 71.20 West

off to sea from
off to sea from
off to sea from

Wednesday February the 1st 1832
First part Calm Middle and
latter part Light Breeze
and clear weather saw
some Grampases So ends
these 24 hours Lat by obs
32.39 Long 72.50 West

Thursday February the 2th 1832

First Part calm Middle Part
Latter Part light breeze and
at 10 A.M. fresh the ship
Rear Admiral of London
Barrington to Commodore
Seymour to Commodore
in ship duty set by 25
32-09 Long 223 West

Friday February the 3th 1832
First Part light breeze
Middle Part calm and some
rain latter Part light breeze
and clear weather to Commodore
Seymour in ship duty
set by 25 31-54 Long 200

Saturday February the 4th 1832
First Part light breeze
Middle Part calm latter Part calm
saw plenty of Porpoises employed
in ship duty set by 25 31-39
Long 2-13 West

affairs of the
last 24 hours
Feb 24 1832
H. J. G. G. G.

Sunday February the 4th 1832

First Part Calm Middle Part
Latter Part Light Breeze
Saw some Greenhouses so
C. C. C. Lat Byals
31-2 South
Long 8-85 West

Monday February the 6th 1832
First Part Light Breeze
Middle and Latter Part
Fresh Breeze Saw 1 porpoise
Whale saw plenty of small
fish so C. C. C. employed in
Ship Duty Lat Byals
30 00 South Long 8-22 West

Tuesday February the 7th 1832
First Part Fresh Breeze Middle
Part Light Breeze and Squally
with some rain Latter Part
Fresh Breeze so C. C. C. employed
in Ship Duty Lat Byals
28-46 Long 10 20 West

off to sea

very high

very high

Wednesday February the 8th 1832

First Part Light Breeze Middle
And Latter Part Fresh Breeze
Employed in Ship Duty
So Paid there at 4 Hours
Set by 25 00
Lorry 11 00

Thursday February the 9th 1832
All these at 4 Hours Breeze
Breeze And Good weather
with some passing clouds
Employed in Ship Duty
Set by 25 00
Lorry 12 00 Breeze

Friday February the 10th 1832
First Part Light Breeze
and Clear Weather Middle
And Latter Part Fresh
Breeze Employed in Ship
Duty So Paid Set by 25 00
Lorry 13 00 Breeze

Good
Breeze

Good
Breeze

Good
Breeze

Saturday February 11th 1832

All these 24 Hours Strong
Breeze And Some Squally
Employed for Drilling
Boat to End these
24 Hours Lat By obs
24-24 South

Long 15-00 West

Sunday February 12th 1832

All these 24 Hours Strong
Breeze And Some Squally
with some Rain Lat By obs
these 24 Hours Lat By
obs 22-44 South

Long 16-32 West

Monday February 13th 1832

All these 24 Hours Strong
Breeze And Some Squally
with some Rain to End
Employed in Ship Duty
Lat By obs 20-58 South
Long 18-14 West

Tuesday February the 14th 1832

All these 24 Hours Strong
Breeze And Some Squally
with some Rain

So Ends

Lat By obs 19=08 South

Long 19=44 West

Wednesday February the 15th 1832

All these 24 Hours Strong
Breeze And Squally with
some Rain

So Ends Lat By

obs 19=14 South

Long 21=12 West

Thursday February the 16th 1832

All these 24 Hours Strong
Breeze And Some Squally
with some Rain

So Ends Lat By

obs 18=22 South

Long 22=36 West

off by 3
obs 19=08
Lat By 19=08
South

off by 3
obs 19=14
Lat By 19=14
South

off by 3
obs 18=22
Lat By 18=22
South

Friday February the 17th 1832

First And Middle Part
Strong Breeze And Some
Squally Latter Part Light
Breeze So Ends there
24 Hours Lat Byols
18-36 South

Long 23-55 West

Saturday February the 18th 1832
All these 24 Hours Fresh
Breeze Middle Part Squally
So Ends Lat Byols
also 11-55 South

Long 25-00 West

Sunday February the 19th 1832
All these 24 Hours Fresh
Breeze And Good weather
Saw some small fish
So Ends Lat Byols
9-49 South
Long 25-55 West

off the
Coast

off the
Coast

off the
Coast

Sunday
Monday February the 20th 1832

All these 24 Hours Fresh
Breeze And Good weather
Employed in Ship Duty
So Ends these 24 Hours
Lat By obs 8 04 South

Long 26 35 West

Tuesday February the 21st 1832
All these 24 Hours Light Breeze
And Good weather Saw & Bury
Spoke Her She was from
Hamburg Bound to
Piquetier So Ends these
24 Hours Lat By obs 6 36
Long 27 45 West

28th 29th

30th 1st

Wednesday February the 22th 1832

All these 24 Hours Light
Breases and Good weather
Employed in Ship Duty
So Ends these 24 Hours
Lat By ab 5-41 South
Long 28-59 West

Thursday February the 23th 1832
First Part Middle part Light
Breace latter Part more
Breace Employed in Ship
Duty So Ends these 24
Hours Lat By ab 4-45 South
Long 29-18 West

Thursday February the 24th 1832
First Part Light Breace
Middle Part - Squally and
Rainy latter Part
Light Breace and Good
weather So Ends Lat By
ab 3-45 South Long 29-50 West

off the 9 from
28-1-56

off the 9 from
28-1-56

off the 9 from
28-1-56

Saturday February the 25th 1832

First Part Light Breeze
Middle And Latter Part
Fresh Breeze And Squally
with Plenty of Rain. Temperature
for Channing. Ship to Ench
Lat By obs 22-21 South
Long 30-27 West

Sunday February the 26th 1832
All these 24 Hours Breeze
Breeze And Good weather
Saw Plenty of Porpoises
to Ench. these 24 Hours
Lat By obs 00-55 South
Long 31-04 West

Monday February the 27th 1832.
First And Middle Part Fresh
Breeze Latter Part Light
Breeze And Good weather
to Ench these 24 Hours
Lat By obs 00 10 North
Long 31-45 West

all night
Breeze
Breeze

Breeze
Breeze

Breeze
Breeze
Breeze

Monday February the 28th 1832

offing from
Sandy Hook
Feb 28 1832

First Part Light Breeze
Middle Part Squally latter
Part Fresh Breeze and
at 10 saw a sail to the Sward
So ended these 24 hours No
sat the Day Sat by D. P.
10 40 2 North Long 3 20 5 South

Tuesday February the 29th 1832

offing from
Sandy Hook
Feb 29 1832

First Part Fresh Breeze and
Good weather Middle Part
Squally latter Part Light
breeze and squally and at
11 spoke the Brig Pranger of of
wales from Pernambuco Bound
to Fuzest So ended No Sat the
Day Sat by D. P. 1 10 10
Long 33-36 West
D. P.

from beyond

Thursday March the 1st 1832

First Part Calm Midcock
And Latter Part Light
Breeze & Sail in Sight
So Ends these 24 Hours
Lat By obs 1-10 North
Long 33-45 West

Friday March the 2^d 1832
All these 24 Hours Light
Breeze And Squally with
Rain. So Ends these 24 Hours
Lat By obs 2-08 North
Long 34-34 West

Saturday March the 3rd 1832
First Part Light Breeze
Middle And Latter Part
Fresh Breeze And some
Squally So Ends these 24
Hours Lat By obs
3-18 North
Long 35-24 West

Practice of Doubtful
Gravels

303

Sunday March the 4th 1832

First Part Light Breeze And
Squally Middle And Latter
Part Strong Breeze And
Some Squally So Ends there
24 Hours Lat By obs 4:36 N
Long 36:53 W

Monday March the 5th 1832
All these 24 Hours Strong
Breeze And Some Squally Saw
a school of Black fish
So Ends there 24 Hours
Lat By obs 6:40 North
Long 38:40 West

Tuesday March the 6th 1832
All these 24 Hours Strong
Trades And Some Squally
So Ends there 24 Hours
Lat By obs 8:28 N
Long 41:05 West

Light Breeze

Strong Breeze

Light Breeze

Wednesday March the 7th 1832

All these 24 Hours Strong
Trades And Some Squally
So Ends

Lat By obs 10° 06' N

Long 43° 06' West

Thursday March the 8th 1832.
All these 24 Hours Strong
Trades And Some Squally
So Ends these 24 Hours

Lat By obs 11° 49' N

Long 45° 12' West

offered
286

286

Friday March the 9th 1832

All These 24 Hours Strong
Trades And Heavy And Some
Heavy Squalls Saw 1 Sail Steering
to the Southern And Westward
So Ends Lat By obs 13° 36' S
Long 49° 21' West

Saturday March the 10th 1832
All These 24 Hours Strong Trades
And Some Squally Some Some
Gulf Breeze So Ends these 24
Hours Lat By obs 15° 20' S
Long 49° 34' West

Sunday March the 11th 1832
All These 24 Hours Strong
Trades And Some Squalls
So Ends Saw 1 Sail
Lat By obs 16° 56' S
Long 51° 45' West

Sunday March the 12th 1832

All these 24 Hours Strong Trades
And at 1. Saw 1 Sail to the
Leeward Middle And Latter Part
Some Squally So Ends Lat By obs
18° 24 North Long 53° 52 West

Tuesday March the 13th 1832
First Part Strong Breeze Saw 1
Ship And 1 Brig to the wind and
Middle Part Light Breeze And
Raining Latter Part Strong
Breeze Saw 1 Sail to the
Leeward So Ends Lat By obs
19° 51 North Long 55° 02 West

Wednesday March the 14th 1832
First Part Light Breeze Saw 1
Brig Steering N^W by N Middle
And Latter Part Fresh Breeze
And Good weather So Ends these
24 Hours Lat By obs
21° 15 North
Long 54° 34 West

23
24
25

26
27
28

29
30

Thursday March the 15th 1832

All these 24 Hours Fresh Trades
And Good weather Saw 2 Finback
whales To Ends these 24 Hours
Lat By obs 22.12 North
Long 59.26 West

Friday March the 16th 1832
First Part Fresh Breeze Middle
Part Light Breeze Latter Part
Fresh Breeze And Good
weather To Ends these 24 Hours
Lat By obs 23.23 North
Long 61.31 West

Saturday March the 17th 1832
All these 24 Hours Fresh Breeze
And Good weather. Saw 1
Schooner Steering S 35° So Ends
these 24 Hours Lat By
obs 24.54 North
Long 63.30 West

High

Low

High

Sunday March the 10th 1832

First Am Middle Part Fresh
Breeze Latter Part Light
Breeze Am Some Cloudy
Saw 1 Ship Astern So Ends
Lat by Obs 26° 02 North
Long 65° 42 West

Monday March the 19th 1832
First Part Light Breeze Am
Cloudy Am At 3 Sprink the
Ship Tuscaloosa of Baltimore
from Rio Horno to New York.
Middle Part Calm Am Some
Rainy Latter Part Strong
Windy Am Heavy Rain Am
At 10 Went Down the foretop
Gallant yard And Reep the
fore And Main Topmast So Ends
These 24 Hours No Lat this
Day Lat by Obs 26° 25 North
Long 66° 42 West

Wind from
the S. by E.

Wind from the
S. by E. to
the S. by W.

Tuesday March the 20th 1832

First Part Strong wind
And Heavy Rain And At
8 o'clock Hove the ship to under
Close Reef maintop sail And fore
Sail and at 1 made some sail
Latter Part Moderate
So Ends these 24 Hours So Lat
this Day Lat by D.R. 24.4 North
Long 68.57 West

Wednesday March the 21st 1832.
All these 24 Hours light breeze
And good weather Saw 1 schooner
Steering South Saw A Brig steering
on the wind So Ends these 24 Hours
Lat by obs 23.11 North Long 69.23 W

Thursday March the 22nd 1832
All these 24 Hours light winds
And some squally And some
Rain So Ends these 24 Hours
Lat by obs 22.40 North
Long 70.12 West

Officer
B. H. C.

James
H. C.

James
H. C.

Friday March the 23th 1832

First Part Light Breeze and
Clear weather Middle Part Light
Breeze And Squally Latter Part
Strong Breeze And Rugged
So Ends there 24 Hours Lat by
obs 29° 40 North
Long 40° 45 West

Saturday March the 24th 1832
First Part Strong Breeze And
Rugged Middle And Latter Part
Light Breeze And Good
weather So Ends there 24 Hours
Lat by obs 31° 00 North
Sunday Long 41° 39 West

Sunday March the 25th 1832
All the fore 24 Hours Light
Breeze And Good weather Saw
1 Ship And 1 Brig Steaming S. by S
So Ends there 24 Hours Lat
by obs 32° 20 North
Long 42° 15 West

Observed from
the ship

Observed from
the ship

Observed from
the ship

Sunday March 26th 1832

First And Middle Part Fresh
breeze. Last 2 sail to the seaward
Latter Part Strong gales
Saw 1 schooner steering N by E
and saw 1 brig steering to the
S by E. and so ends these 24
Hours Lat by obs 34. 39 North
Long 72. 20 West

Tuesday March the 27th 1832
First Part Heavy winds &
sail in sight and at 4 P.M.
the ship to under close reef
Mainsail And Minors the wind
S by E and at 8 the wind
shifted to N by E and blew
Heavy with some rain. Latter
Part Strong winds And Cloudy
So ends these 24 Hours Lat by
this Day Lat by Obs 34. 55 North
Long 72. 56 West

off from
at 10 30

off from
at 10 30

Wednesday March the 28th 1832

All these 24 Hours Strong
Breeze And Squally with
Some Rain And Very Puggie
To Ends these 24 Hours
Lat By us 35° 15' North
Long 73° 46' West

Thursday March the 29th 1832
First Part Strong winds And
Puggie Middle Part More
Moderate And Some Squally
with Some Rain And at Day
light made some sail Latter
Part Moderate winds And
Some Squally To Ends Lat By
us 35° 30' North Long 73° 46' West

off the
28th

Winds from
28th to 29th

Friday March the 30th 1832

All these 24 Hours Fresh Breeze
And good weather Saw 1 sail to
the Leeward And at 4 o'clock
the Brig Omega of Philadelphia
Latter Part 4 sail in sight So
Ends these 24 Hours Lat By
is 24° 41' North Long 73° 16' W

Saturday March the 31th 1832
First Part Light Breeze 4 sail in
sight Middle Part Calm Latter
Part Light Breeze 1 sail in
sight So Ends these 24 Hours
Lat By is 30° 48' North
Long 73° 12' West

Off from New York
March 31st 1832

[Faint, illegible handwriting]

Office from 10 to 12
 10 to 12 from 12 to 1
 1 to 12 from 1 to 12
 12 to 1 from 12 to 1

Long 92° 5' 9" West

Monday April the 2th 1832
First Part Light Breeze Several
Sail in sight Made at 2 Spoke
the Schooner Louisa of Falmouth
Portland Middle Part Fresh
Breeze Made at Daylight
Made the Land Long Island
Several Sail in sight latter
Part Strong Breeze so much
these 24 Hours Marched Light
Breeze at 8 o'clock the Distance
3 Leagues

Page 128

$218 = 3$
 $86 - 2 = 0$
 $200 - 0 = 0$

12
 74
 32
 444
 6
 103
 103
 103
 333

$1807 = 9 = 9$
 $1798 = 7 = 4$
 $9 = 2 = 5$

960
 3265
 3286
 60
 3333

3333
 3333
 3333
 3333

$17-18-10$
 17
 143
 270
 30

40
 3124
 324
 32
 4
 2
 2324
 1128
 12

$1-17-6$
 144
 120

143
 $70-7-17$
 9
 304
 307
 12288
 12297
 211
 12297
 24694
 6148

120649355
 $2022032=14$
 $1101=120$

$121-8-8$
 $75-0-32$
 $43-4-8$

$2-3-18$
 299
 2132
 42432
 38237
 81577
 6394
 795
 11522
 750
 12
 4748
 723
 24

$18 = 7 = 3$

$1897 = 4 - 0$

$3634 = 3 = 17$
 $1897 = 4 - 0$

$746 = 7 - 15$

$12 = 8 = 20$

$124 - 3$

$17-4 = 9$

$22-7 = 20$

$22-7 = 20$
 $12-1-5$

8

Page 103

$\frac{1}{2}$ from $\frac{2}{7}$ of $\frac{1}{2}$ = $\frac{1}{7}$

$\frac{11}{51}$ from $\frac{21}{51} = \frac{10}{51}$

$$\begin{array}{r} 21 \\ 145 \overline{) 31} \\ 28 \\ \hline 3 \end{array}$$

14

$$\begin{array}{r} 1184 \\ 11 \overline{) 1282} \\ 110 \\ \hline 82 \end{array}$$

$$\begin{array}{r} 1184 \\ 110 \overline{) 1184} \\ 110 \\ \hline 84 \end{array}$$

$$\begin{array}{r} 1042 \\ 2 \overline{) 2084} \\ 20 \\ \hline 84 \end{array}$$

Page 102

$$\frac{1}{2} + \frac{1}{3} = \frac{5}{6}$$

Page 108

$\frac{5}{16} \times \frac{5}{7} = \frac{25}{112}$
 $\frac{4}{5} \times \frac{1}{2} = \frac{2}{5}$
 $\frac{3}{4} \times \frac{1}{3} = \frac{1}{4}$
 $\frac{2}{3} \times \frac{1}{2} = \frac{1}{3}$
 $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 $\frac{1}{3} \times \frac{1}{3} = \frac{1}{9}$
 $\frac{1}{4} \times \frac{1}{4} = \frac{1}{16}$

$\frac{3}{4} \times \frac{1}{2} = \frac{3}{8}$
 $\frac{2}{3} \times \frac{1}{3} = \frac{2}{9}$
 $\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$
 $\frac{1}{4} \times \frac{1}{2} = \frac{1}{8}$

$$\begin{array}{r} 1827 \\ 25 \overline{) 45675} \\ 5050 \\ \hline 5175 \\ 25 \overline{) 5175} \\ 2500 \\ \hline 2675 \\ 25 \overline{) 2675} \\ 2500 \\ \hline 175 \\ 25 \overline{) 175} \\ 125 \\ \hline 50 \\ 25 \overline{) 50} \\ 25 \\ \hline 25 \end{array}$$

Samuel Sanford to Allen Hart Esq.

1835		\$	Ct
May 30	to 1 3/4 Days work on the highway	01	31
do	to 1 1/2 Days Planting	01	25
June 21	to 1 Days Hoeing	-	83
July	to 1 Days Hoeing	-	83
do	to 13 1/2 Days mowing	13	50
August	to one Month work	12	00
1836 Feb	to cutting bushes	04	00
Settled January 14 th 1837			

$$\frac{21}{4} \cdot \frac{7}{4} \cdot \frac{5}{4} \cdot \frac{10}{1} = \frac{108875}{64}$$
$$\frac{7}{11} \times 246 = \frac{1722}{11}$$
$$\begin{array}{r} 27720 \\ 5448 \\ \hline 22072 \end{array}$$
$$\begin{array}{r} 911.40 \\ 2721 \\ \hline 4 \\ 446 \\ 200 \\ \hline 5605 \end{array}$$
$$\frac{22}{5} \cdot \frac{80}{7} \cdot \frac{16}{2} \cdot \frac{28}{4} \cdot \frac{21}{5} = 9184$$

1913 28 0 0 0

7

Isaac Sanford to Allen Hunt Jr

1835

Jan 5	By Cash	—	22	00
Do 11	David Gray to Allen Hunt Jr	—	10	00
Feb	By Cash	—	2	00
	Isaac Sanford to Cash	—	22	
	to three pints of oil	—		22

$\frac{136}{20} = \frac{35}{8}$
 $\frac{136}{20} = \frac{35}{8}$
 $\frac{136}{20} = \frac{35}{8}$

$\frac{251}{11} = 22 \frac{9}{11}$
 $\frac{251}{11} = 22 \frac{9}{11}$

$\frac{132931}{58122931}$
 $\frac{132931}{58122931}$

$\frac{418}{2} = 209$
 $\frac{418}{2} = 209$

$\frac{1023}{15} = 68 \frac{3}{5}$
 $\frac{1023}{15} = 68 \frac{3}{5}$

$\frac{125}{1} = 125$
 $\frac{125}{1} = 125$

$\frac{1318}{2111}$
 $\frac{1318}{2111}$

$\frac{28}{8} = 3 \frac{4}{8}$
 $\frac{28}{8} = 3 \frac{4}{8}$

$\frac{411}{1} = 411$
 $\frac{411}{1} = 411$

$\frac{4297}{80}$
 $\frac{4297}{80}$

$\frac{42}{9} = 4 \frac{6}{9}$
 $\frac{42}{9} = 4 \frac{6}{9}$

$\frac{3}{2} = 1 \frac{1}{2}$
 $\frac{3}{2} = 1 \frac{1}{2}$

Abel Hart to Allen Hart -

Feb 4	to Cash	\$ 2	00
do	to one pint of oil		05
do 14	to one and half pint oil		12
March 3	to 3 1/2 pints of oil		25
	to 2 quarts of oil		29
May 31	to cash Cash	2	00
June	to 1 1/2 pint oil		12
Aug 5	to 1 1/2 pint oil		11
do 20	to 1 1/2 pint oil		12
Sept 10	to 1 1/2 pint oil		11
Oct 1	to 1 1/2 pint oil		12
11	to mowing machine		42

$$\begin{array}{r} 11 \overline{) 280} \\ 254 \\ \hline 26 \\ 220 \\ \hline 40 \\ 330 \\ \hline 70 \\ 770 \\ \hline 70 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 11 \overline{) 280} \\ 254 \\ \hline 26 \\ 220 \\ \hline 40 \\ 330 \\ \hline 70 \\ 770 \\ \hline 70 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 11 \overline{) 280} \\ 254 \\ \hline 26 \\ 220 \\ \hline 40 \\ 330 \\ \hline 70 \\ 770 \\ \hline 70 \\ \hline 10 \end{array}$$

7-3-12
 8-2-11 1/2
 7-11 5 2/7
 2

16-1-12 2/7
 14-2-5 1/4
 2 7 1/2
 1-14-1 5 5/10
 6 2/3

11 2/7
 11 2/7
 11 2/7

Deben Hart to Allen Hart Jr

Dec 1 to 5 Gallons of oil at 50 cents \$ 2 50
 Jan 10 to 1/2 Barrels of flour 5 00

$\frac{2}{3}$
 $\frac{2}{3} \times 2 = \frac{4}{3}$
 $\frac{4}{3} \times 2 = \frac{8}{3}$
 $\frac{8}{3} \times 2 = \frac{16}{3}$
 $\frac{16}{3} \times 2 = \frac{32}{3}$
 $\frac{32}{3} \times 2 = \frac{64}{3}$
 $\frac{64}{3} \times 2 = \frac{128}{3}$
 $\frac{128}{3} \times 2 = \frac{256}{3}$
 $\frac{256}{3} \times 2 = \frac{512}{3}$
 $\frac{512}{3} \times 2 = \frac{1024}{3}$
 $\frac{1024}{3} \times 2 = \frac{2048}{3}$
 $\frac{2048}{3} \times 2 = \frac{4096}{3}$
 $\frac{4096}{3} \times 2 = \frac{8192}{3}$
 $\frac{8192}{3} \times 2 = \frac{16384}{3}$
 $\frac{16384}{3} \times 2 = \frac{32768}{3}$
 $\frac{32768}{3} \times 2 = \frac{65536}{3}$
 $\frac{65536}{3} \times 2 = \frac{131072}{3}$
 $\frac{131072}{3} \times 2 = \frac{262144}{3}$
 $\frac{262144}{3} \times 2 = \frac{524288}{3}$
 $\frac{524288}{3} \times 2 = \frac{1048576}{3}$
 $\frac{1048576}{3} \times 2 = \frac{2097152}{3}$
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 $\frac{44601490397061246283071436545296723011960832}{3} \times 2 = \frac{89202980794122492566142873090593446023921664}{3}$
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 $\frac{5708990770823839524233143877797980545530986496}{3} \times 2 = \frac{11417981541647679048466287755595961091061972992}{3}$
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 $\frac{22835963083295358096932575511191922182123945984}{3} \times 2 = \frac{45671926166590716193865151022383844364247891968}{3}$
 $\frac{45671926166590716193865151022383844364247891968}{3} \times 2 = \frac{91343852333181432387730302044767688728495783936}{3}$
 $\frac{91343852333181432387730302044767688728495783936}{3} \times 2 = \frac{182687704666362864775460604089535377456991567872}{3}$
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 $\frac{730750818665451459101842416358141509827966271488}{3} \times 2 = \frac{1461501637330902918203684832716283019655932542976}{3}$
 $\frac{1461501637330902918203684832716283019655932542976}{3} \times 2 = \frac{2923003274661805836407369665432566039311865085952}{3}$
 $\frac{2923003274661805836407369665432566039311865085952}{3} \times 2 = \frac{5846006549323611672814739330865132078623730171904}{3}$
 $\frac{5846006549323611672814739330865132078623730171904}{3} \times 2 = \frac{11692013098647223345629478661730264157247460343808}{3}$
 $\frac{11692013098647223345629478661730264157247460343808}{3} \times 2 = \frac{23384026197294446691258957323460528314494920687616}{3}$
 $\frac{233840261972944466912589573234605283144949$

Jerah wait to Allen Hart Jr

to 5 dollars cash paid 5 00
to 1 pint of oil paid 05

Thomas wait to 1 pint and
half of oil 12

Thankfull Hart to 1 quart oil 15

Honey Simmons to 1 pint 06

Each manchester to 1 pint paid 05

May 29 Jerah wait to 2 quarts oil paid 29

Honey Simmons to 1 pint oil 06

May 5 Jerah wait to 2 quarts oil paid 29

Sept 15 Jerah wait to 2 quarts oil paid 29

Honey Simmons to 1 pint oil 05

Sept 10 Do Do to 1 pint oil 04

160
320
320

1041 30
320 151

3-10-245-20
320 00 0

157 21 5

143-108

11-25-41

7142 155
7142 155

$$\begin{array}{r} 4 \\ 12 \overline{) 48} \\ \underline{12} \\ 36 \\ \underline{36} \\ 0 \end{array}$$

17

$$\begin{array}{r} 1268 \\ 2244 - 308 \\ 18281 - 182 \\ 115422 - 238 \\ 11207 = 111 \\ \underline{1794} \end{array}$$

11

7

$$\begin{array}{r} 4 \\ 12 \overline{) 48} \\ \underline{12} \\ 36 \\ \underline{36} \\ 0 \end{array}$$

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11

$$\frac{10}{11} \div \frac{1}{11} = \frac{10 \times 11}{11 \times 1} = 10$$

$$\frac{10}{11} \div \frac{1}{11} = 10$$

$$\frac{40}{23} \div \frac{1}{23} = 40$$

$$\frac{50}{23} \div \frac{1}{23} = 50$$

$$11) 126 (11 \frac{1}{11})$$

$$\frac{2}{5} \div \frac{1}{5} = \frac{2 \times 5}{5 \times 1} = 2$$

$$9) 178 (19 \frac{8}{9})$$

$$3 \div 24 = 173 \frac{37}{4}$$

$$3 \div 16 = 124$$

$$\frac{3}{11} \div \frac{1}{11} = 3$$

$$\frac{10}{25} \div \frac{1}{25} = 10$$

$$\frac{800}{100} \div \frac{1}{100} = 800$$

$$\frac{3}{11} \div \frac{1}{11} = 3$$

$$22) 90 (4 \frac{1}{2})$$

$$22) 1224 (55 \frac{12}{11})$$

$$22) 1224 (55 \frac{12}{11})$$

$$22) 90 (4 \frac{1}{2})$$

$$11) 736 (66 \frac{10}{11})$$

$$7) 515 (73 \frac{4}{7})$$

9770	125	10000
63250	125	12500
2000	125	12500
15	125	10
14700	3750	

8000	1590
5480	37
232760	
1570	
1000	
551740	

100000	1000
16625	

50507
125

100000	16625
62	250
125	16625

10140
125

80000
12535

Out

1-1-1-923

2

Gael Henry Longshore

~~to~~ ~~to~~ to
Hatter B. S. Hall

Long Long Hat mat

The charming young Widow

I live in Peru and
one day last summer

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

A good girl minds her teacher

The Changungong Widow

I live in Toronto and
on morning last summer
I had a doctor that my Name was out
it also requested that I should
come down to Boston it said
having left me a large sum of money
2

of course I determined on making
the journey

of

2

Ship Time Feb 3rd 20.44

6.18.11
3.20.24

2.57.47

60
4) 17 7 44 =
16

17
16

1

4) 47

11-3
15

20

1 minute 15 miles 3 seconds $\frac{45}{60}$

Gives Long 44th 26th 45th
West

A Lunar Observation

Taken February the 26 At Sea
Account 9 Hours Past Midnight
the Sun Altitude the moon and
the Sun and Moon.

The Sun and Moon
 Sun Moon Star and Moon

43040 66043 67044 = 45-
 12 20
 Page 43 43052 46023 The Sun 5016 = 00
 1 The M. H. P. 1311 00
 43051 1315 = 55 14 45
 Page 43 One 14 45

Table 24

1100	5400	8	22
6600	2300	00	24
4800	5100	00	24
5800	1500	55	24

S. E. 30

5000	1500	25
------	------	----

Forward add 1417

5800	1500	25
1329		

5800 3.13

Table 6109 (22)

7699

Given 44-06

30	37
1300	29

No. A Page 9 par 21

No A Page 9 par 21
Hovers

$$\begin{array}{r} 5-8-5-9-15 \\ 3-8-0-3-13 \\ \hline 5-6-1-2 \end{array}$$

5065 Am
3455
7611 24 22
Given G. L. 93-4-18

Ship Time to H on Sonds

20 57 20

Gives the Larry

23-4-13

20 57 20

206 53

43126 (31-43-15)

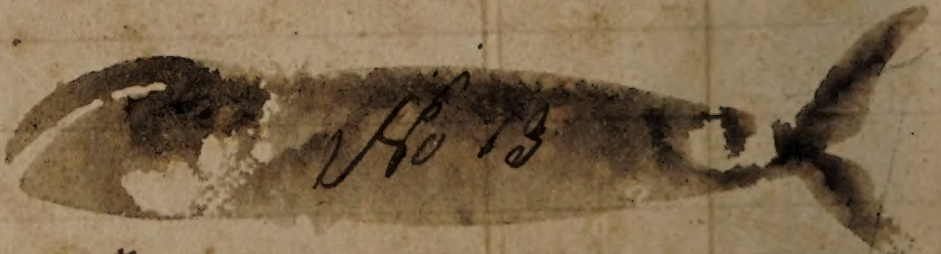
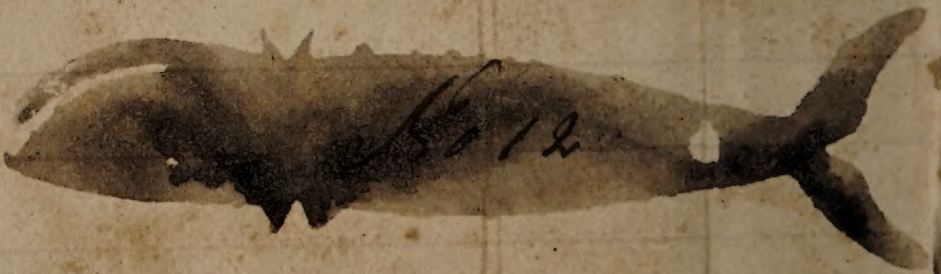
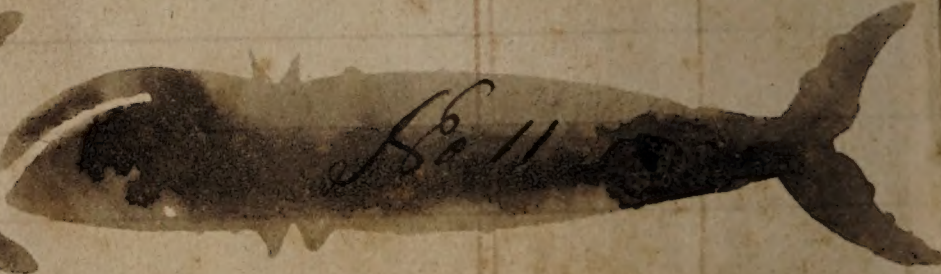
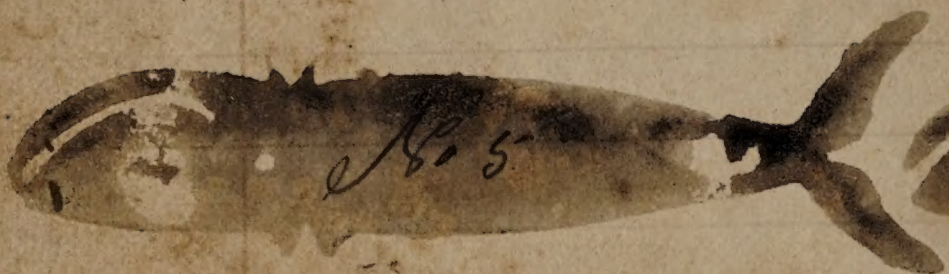
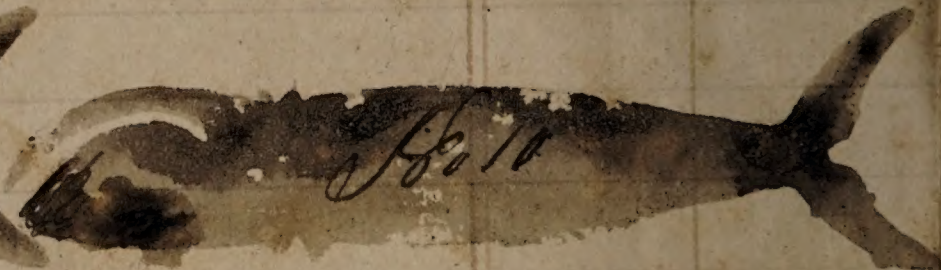
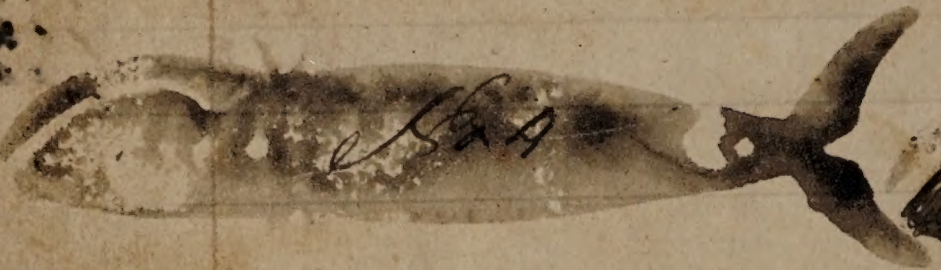
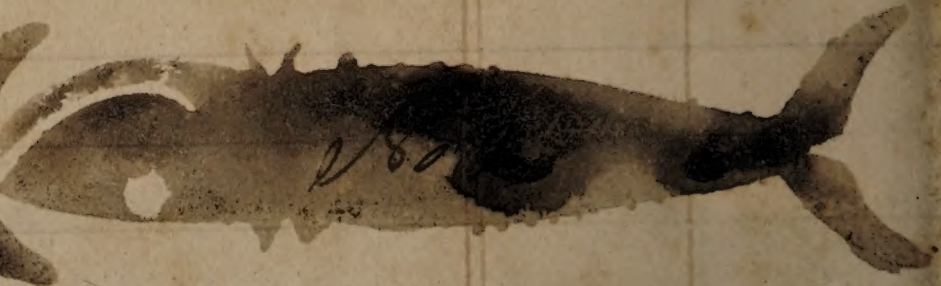
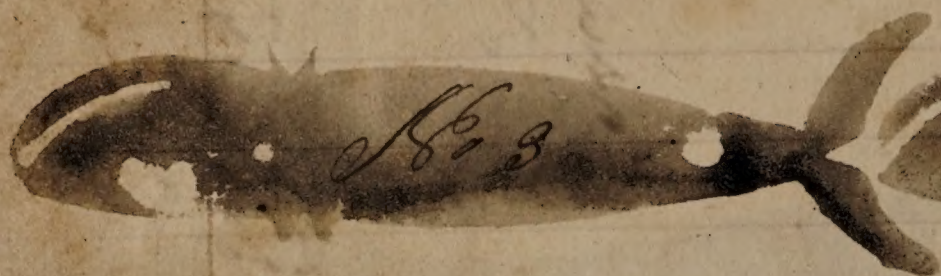
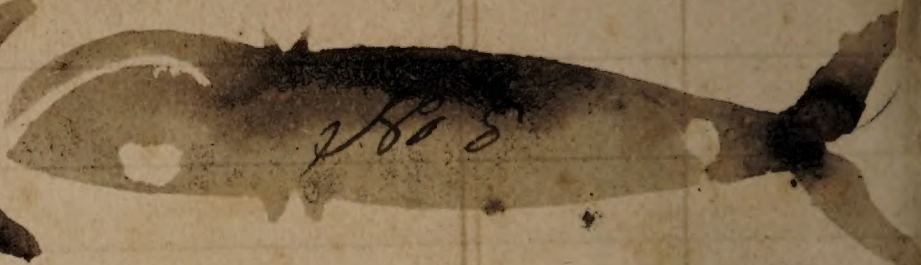
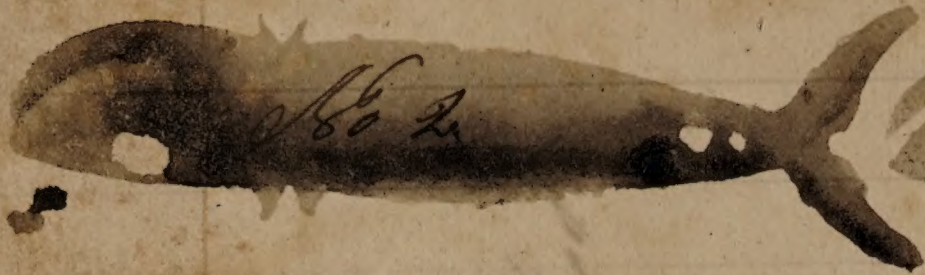
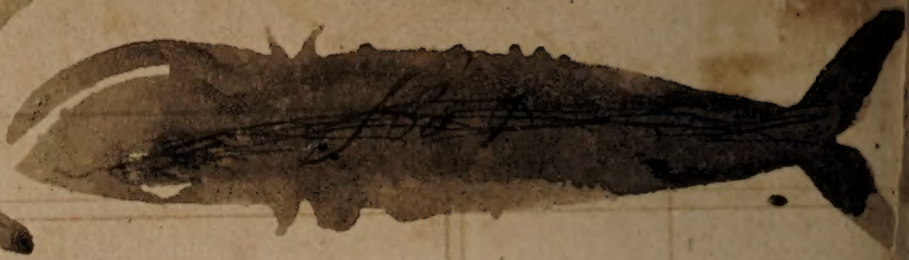
6 Larry



1
1 1/2
3 1/2
4
6

58
3
174
45
218
200
200
618

400
118
518



Handwritten text in the top right corner, possibly a date or page number, mostly illegible due to fading.

Handwritten mark resembling a double horizontal line or a stylized '11'.

Handwritten cursive letter 'S'.

Handwritten cursive letter 'S'.

Handwritten cursive letter 'S'.

Handwritten cursive letter 'a'.

Handwritten mark resembling a stylized 'H' or '14'.

Handwritten cursive letters 'S' and 'O' stacked vertically.

Handwritten cursive letter 'O'.

